

MASON'S



HONGKONG Daily Press.

ESTABLISHED 1877

Registered as a Newspaper at the General Post Office in the United Kingdom.

THE PLEASURE OF MOTORING
is accentuated
By wearing MOTOR GLASSES.
Protect the eyes from wind and dust.
Supplied by
N. LAZARUS
25, Queen's Road Central, HONGKONG.

No. 19,322.

號二十百三千九萬一第

日七拾月三年申庚

HONGKONG, WEDNESDAY, MAY 5TH, 1920.

三拜禮

號五月五年九國民華中

PRICE, \$3 PER MONTH.

NOTIFICATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 50 lbs. net.
SHEWAN, TOMES & CO.,
General Managers.

GIN

CALDBECK'S
OLD TOM & DRY.

JAS. COUTTS & CO.
OLD TOM & DRY.

BOORD & SON
OLD TOM & DRY

SOLE AGENTS
CALDBECK,
MACGREGOR & CO.
15, QUEEN'S ROAD CENTRAL.
Telephone No. 75.

CARTRIDGES! CARTRIDGES!
CARTRIDGE
NEWLY ARRIVED.
SPORTING CARTRIDGES,
12 10 and 20 bore. Loaded
with E. O. Powder, a powder
which gives universal satisfaction.
THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
Nos. 5-6, Beaconsfield Arcade.

A LING & CO.
19, QUEEN'S ROAD CENTRAL,
HONGKONG.
FURNITURE AND PHOTO GOODS
STORE.
GLASS ENGRAVING, SIGN-BOARD AND
MINOR MARKS.
CANTON MARBLE IN VARIOUS SHADES.
Photographic Goods of Every Description
in Stock.
DEVELOPING PRINTING AND ENLARGING
UNDER TAKEN.
TELEPHONE 1919.

PEAK TRAMWAY COMPANY
LIMITED.

TIME-TABLE

WEEK DAYS	
7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " to 9.30 " "	" "
9.30 " to 11.00 " "	" "
11.30 " to 12.30 p.m.	" "
12.30 p.m. to 2.30 " "	" "
2.30 " to 5.00 " "	" "
5.00 " to 8.00 " "	" "
NIGHT CARS	
8.50 p.m. to 9.00 p.m.	
9.30 p.m. to 11.30 p.m.	Every 30 minutes
11.45 p.m.	
SATURDAYS	
Extra Car—12.00 Midnight	
SUNDAYS	
7.30 a.m.	
8.00 " to 10.30 a.m.	Every 15 minutes
10.30 " to 11.00 a.m.	" "
11.30 " to 12.00 noon	" "
12.00 noon to 1.00 p.m.	" "
1.00 p.m. to 5.30 " "	" "
5.30 " to 8.00 " "	" "
8.00 " to 8.30 " "	" "
NIGHT CARS	
As on Week Days	

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings,
Des Vaux Road.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Compro Order represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE

On and after THURSDAY, April 22nd, 1920, until further Notice.
(All previous Time-Tables cancelled.)

DOWN TRAINS

Stations	No. 1 Local	No. 2 Through Express	No. 3 Local	No. 4 Through Express	No. 5 Local	No. 6 Through Express	No. 7 Local	No. 8 Through Express	No. 9 Local	No. 10 Through Express	No. 11 Local	No. 12 Through Express	No. 13 Local	No. 14 Through Express	No. 15 Local	No. 16 Through Express	No. 17 Local	No. 18 Through Express	No. 19 Local	No. 20 Through Express	No. 21 Local	No. 22 Through Express	No. 23 Local	No. 24 Through Express
CANTON (Tai Sha Tsu) dep.	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30
SHUN CHAI dep.	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40
SHUN CHAI arr.	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50
SHUN CHAI dep.	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55
SHUN CHAI arr.	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05
SHUN CHAI dep.	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10
SHUN CHAI arr.	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20
SHUN CHAI dep.	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25
SHUN CHAI arr.	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35
SHUN CHAI dep.	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40
SHUN CHAI arr.	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50
SHUN CHAI dep.	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55
SHUN CHAI arr.	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05
SHUN CHAI dep.	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10
SHUN CHAI arr.	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20
SHUN CHAI dep.	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25
SHUN CHAI arr.	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35
SHUN CHAI dep.	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40
SHUN CHAI arr.	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50
SHUN CHAI dep.	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55
SHUN CHAI arr.	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05
SHUN CHAI dep.	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10
SHUN CHAI arr.	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20
SHUN CHAI dep.	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25
SHUN CHAI arr.	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35
SHUN CHAI dep.	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40
SHUN CHAI arr.	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50
SHUN CHAI dep.	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55
SHUN CHAI arr.	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05
SHUN CHAI dep.	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10
SHUN CHAI arr.	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20
SHUN CHAI dep.	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25
SHUN CHAI arr.	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35
SHUN CHAI dep.	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40
SHUN CHAI arr.	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50
SHUN CHAI dep.	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55
SHUN CHAI arr.	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05	11.05
SHUN CHAI dep.	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10	11.10
SHUN CHAI arr.	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	11.20
SHUN CHAI dep.	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25
SHUN CHAI arr.	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	11.35
SHUN CHAI dep.	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40
SHUN CHAI arr.	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50
SHUN CHAI dep.	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55
SHUN CHAI arr.	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05	11.05	12.05
SHUN CHAI dep.	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10	11.10	12.10
SHUN CHAI arr.	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	11.20	12.20
SHUN CHAI dep.	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25
SHUN CHAI arr.	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	11.35	12.35
SHUN CHAI dep.	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40
SHUN CHAI arr.	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.50
SHUN CHAI dep.	1.																							

THORNYCROFT

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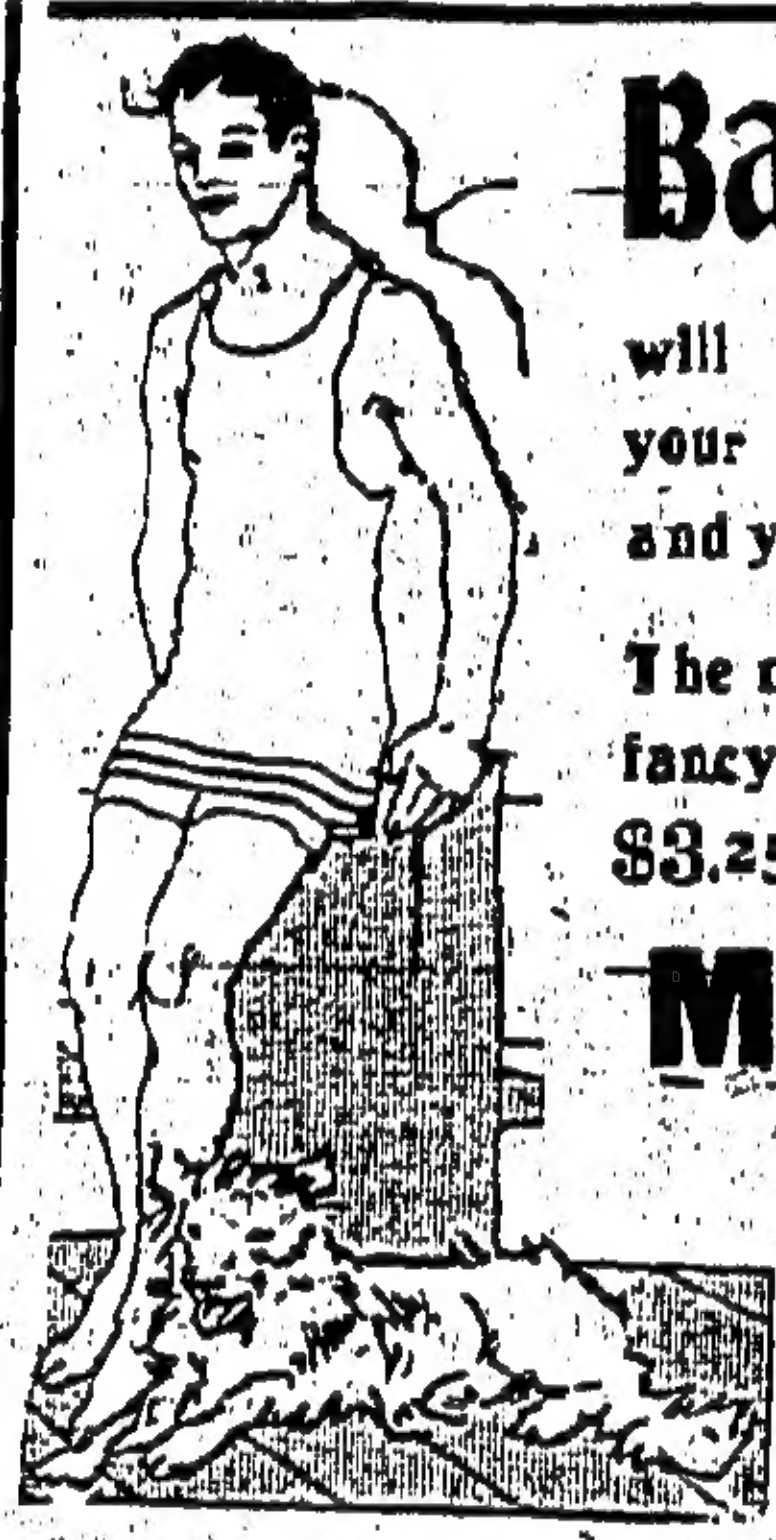
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It was indeed a happy nap when we hap to hit on the

"Happy Hit"

for this cigarette is recognised as the "IT" of discriminating smokers, and it certainly hit the mark wherever.

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IT'S TOASTED

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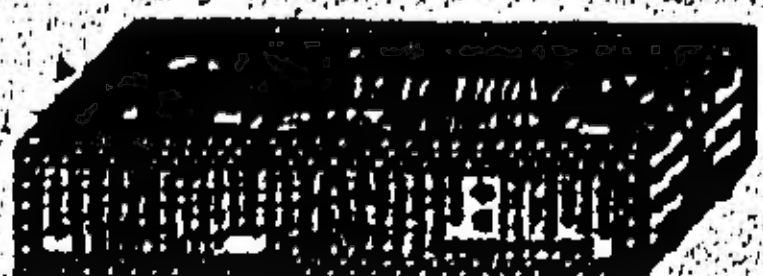
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BY taking our "ROOSTER BRAND" MACARONI PASTE STARS, EGG-SICKNESS, VERMICELLI, or other kinds of Soup-stuffs REGULARLY you escape under the most Sanitary Method, can be EASILY DIGESTED and give you GOOD HEALTH and STRENGTH.

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PASSAGE HOME.

A PERAK MAN'S EXPERIENCES.

The following extraordinary story of gross profiteering to nothing less than extortion is vouched for by the Penang correspondent of a Malaya contemporary who writes as follows:—

The very worst case of super-profitteering either on land or sea that has ever come to my notice during the many years that I have lived in Penang was brought to my notice this morning and as the people who have been so shamefully treated are a Perak family, I hasten to set you to warn intending passengers to Europe to be very careful by what line they travel—and more so if the travellers are unprotected and possibly delicate ladies and children.

2246 TO VENICE.

Mr. J. Minto, mining engineer, Penang, had with great difficulty secured passages to Europe for his wife and child on the steamer *Pilina*, which is now in the ownership of the Lloyd Triestino Line. The fares charged and paid for the mother and child amounted to £248, which seems sufficiently high when it is considered that the journey ends at Trieste or Venice and that the trans-European trip nowadays is fairly expensive. However, Mrs. Minto and child were shown to their cabin when they boarded the *Pilina* and everything seemed as much in order as the home-going passenger may expect nowadays. The fact that the steamer is now in Italian hands seemed in itself a guarantee of the civil and courteous treatment which was invariably associated with the pleasant attributes of our Italian friends.

AN UNPLEASANT SURPRISE.

But in this instance a most unpleasant surprise awaited Mr. and Mrs. Minto. A certain officer of the ship arrived during the course of the day and on the ground that the travellers had been given his cabin for their occupancy demanded it as of right. The Mintos, who were not at all prepared for this, refused to leave the cabin. The officer then threatened to report the matter to the authorities. The Mintos, who were not at all prepared for this, refused to leave the cabin. The officer then threatened to report the matter to the authorities.

Mr. Minto was the captain of a steamer. He could have called the attention of the Captain to this alleged blackmail, and failing help from this source, which was most unlikely, have gone to the steamer agents who are one of our leading mercantile firms. Equally the Italian consul, who is a capable and courteous official and a gentleman, and withal a friend of the good name of his chivalrous country, would immediately have had the offending menial and the ship's captain brought before him and if necessary sent to explain matters before a Magistrate. There was also our Chamber of Commerce which would have moved in the market or even the Harbour Master. Last but by no means least there was the local Press which is by no means tender to the blackmailer and the profiteer.

THE TALK OF THE TOWN.

However it is not too late for the steamer agents to act. This most unpleasant incident has become the talk of the town and the agents should telegraph to Colombo for a full investigation to be made as well as restitution. And a very full report of the matter should be sent to the owners at the Italian terminus. The feeling here is that the hospitality of a British port has been outraged and that this is an offence that can only be wiped out by condign punishment of the culprit and a full apology from the owners.

A much minor offence with which this steamer is debilitated, her complaint, from passengers who joined her in Singapore for the voyage to Europe, which necessarily includes food all the way, and excluding stoppages for coal and cargo. On arrival at Penang, however, passengers from Singapore were told that they were expected to go and live ashore. If they remained on board and expected to be fed they would be charged £1 7s 6d a day each. Naturally they preferred the civility of our hotels, but the amount of talk that the relating of this extortion has occasioned, has already caused this vessel company a big loss if promises count for anything.

PASSENGERS' REQUISITES. In the day before the war the purser of a big British mail steamer carrying passengers was allowed about half a crown a head in the way of a "tip." Allowing three times this sum now, it is evident that the officer of the *Pilina* intended to reap a profit of £1 a day from each passenger electing to stay on board. In the interests of the homeward-bound passengers from Malaya and, secondly, of the fair name of our Italian Allies it is hoped that more will be heard of the matter—and that more will be satisfactory to all concerned.

INTER-ALLIED TECHNICAL BOARD PROTEST.

AGAINST JAPANESE TROOPS MOVEMENTS.

A Peking message to the *Japan Advertiser* says:—The Chinese Government and the Allied Committee of the technical department of the Chinese Eastern Railway have decided to make a protest to the Japanese Government regarding the movements of Japanese troops in the railroad territory. The Chinese Government is also registering an objection to the influx of Japanese troops into Harbin.

Liu Chung, Secretary of the Foreign Office, who has been in Naiman and Tsing-tao to study the situation there under special order of the Peking Government, has returned to Peking. He said that he was surprised at the complete establishment of the Japanese.

Wai Chao Pu of the Peking Government recently called on Major-General Higashi, the Japanese Military Attaché, in reference to the telegram of Chiang Tso Lin, the Military Governor of Mukden Province, and asked that Japan pay special attention to the movement of troops in the territory of the Chinese Eastern Railway.

JAPAN'S COUP AT VLADIVOSTOK.

VIEWS OF SOVIET REPRESENTATIVE.

Commenting on the recent military action of Japan in the Maritime Province of Siberia, M. Vilenky, the special representative of the Soviet Government in the Far East, said: "The Japanese action can have only one effect, that of demonstrating to the world the unity of purpose and the solidarity of aim of the working classes of Siberia. If those who engineered the military coup at Vladivostok on April 4th and 5th intended to test the strength of the Labor movement in the Maritime Province and see how much chance there was for the re-establishment of the reactionary power in that territory, then they must be astonished by the strength of that Labor party and the splendid self-control and discipline that marked the conduct of the masses of the Russian people, who headed the advice of their officials and did not aggravate matters by retaliation."

The interview in which the diplomatic representative of the Moscow Central Government discusses the coup of April 4th and 5th was granted to a representative of the Russian Telegraph Agency at Vladivostok and later published in the *Dalnevostochnoi Obozrenie*. M. Vilenky says:—

In the light of the negotiations that were being conducted at the time between the Japanese and the members of the Zemstvo Provincial Government, when everything was apparently being most amicably settled, the action of the Japanese military forces was unexplainable and it was hard to believe that the Tokyo Government knew anything whatever about the affair. At the same time the Tokyo Government is responsible in the eyes of the world and fortunately the diplomatic missions of other nations were there to see for themselves just what had occurred and they can give an uncoloured version of the events to their respective Governments.

"They," he continued, "can tell that there was no cause on the part of the existing Russian Government to make such drastic measures necessary. Right now the Allied diplomatic representatives are expressing wonder and astonishment at the Japanese move, and at the same time speaking of the splendid manner in which the Russian officials and the Russian soldiers conducted themselves throughout the whole affair."

IMPRESSION ON SOVIET.

Asked what impression the matter was likely to have on the Soviet authorities in Moscow, M. Vilenky replied: "Undoubtedly the coup will create an unfavorable impression in Moscow. But why confine it to Moscow? The impression will extend to all Europe and the world. We had every reason to believe that when the Japanese Government on March 31st issued the statement that it was not going to interfere in the internal affairs of Russia, that it meant what it said, and we acted accordingly in our dealings with Japan. Certainly no orders had been sent to attack the Japanese forces in Siberia. On the other hand warnings had been sent out from Moscow to the effect that all precautions were to be taken by the Zemstvo officials in Far Eastern Siberia to avoid any clashes that might result in active intervention on the part of Japan. Even now it is hard for me to believe that the Japanese authorities in Tokyo had anything whatever to do with the affair. It is a truth, however, that whether the home authorities were guilty or not, they must bear the burden for the coup in the eyes of the world. We believe that the Japanese people as a whole who so much desire peace, will denounce the whole affair and condemn those guilty of its perpetration."

THE RUSSIANS' VIEW.

"It is quite clear to all who are acquainted with the situation that the impression created among the Russian people as a whole is very bad and augurs ill for the future. The Russian people have done everything to avoid any collision with the Japanese military forces in the city of Vladivostok. They have been courteous and trustful. True, there was a keen feeling of resentment that Japan alone of all the Allies refused to get out of Siberia and leave the Russians to themselves. But there were no open acts of hostility on the part of the masses of the Russian people. Here and there may have been cases of clashes between individuals, but there was no organized effort to make matters disagreeable for the Japanese and certainly none to provoke the affair of April 4th and 5th."

"Now, however, there is a motive for distrust and the resentment has changed from a passive protest to an active and intense hatred. Many of the people look upon the military coup engineered by the Japanese as a movement to restore the lost prestige of the reactionary party to the discredit of the labouring classes. Labour will increase its effort tenfold to attain its end in Eastern Siberia. The few who were wavering will now flock to the standards of the labouring classes and the Russians will present to the world a solid front of labouring classes in other countries will take heart up and prove to their various Governments that the Japanese acted unjustly in seizing the public buildings of the Zemstvo Government at Vladivostok. The coup will rest with Japan and not with Russia."

TWO YEARS' CHESS MATCH.

NEW YORK AND LONDON BAR BEGIN LONG GAME.

By means of two correspondence games of chess pleasant relations have been established between the New York Bar and the London Bar. The New York committee, the members of which will consult with one another before every new move is made and dispatched, consists of Edward Hynes, Harold M. Phillips and Lieutenant Frank F. Russell. On the other side are W. W. Ward, Herbert Jacobs and T. E. Haydon.

Each team has the opening move in one game. New York is playing white against a Center Counter Gambit and the Londoners opened their game with 1-P-Q4. It will require the best part of two years to wind up the game as the rules make an exchange nowadays.

THE RUSSO-JAPANESE NEGOTIATIONS.

RUSSIAN COUNTER-PROPOSALS.

JAPANESE TERMS ACCEPTED.

TOKYO, April 5th.

The following communiqué on the situation at Vladivostok was issued by the War Office to-day:—

"The Russo-Japanese negotiations were resumed on April 30th, when the Russians submitted the following counter-proposals to the Japanese demands. They also asked that the Conference should be postponed until 1st."

(1) The Russian and Japanese Governments shall order their respective troops to suspend hostilities.

(2) The Russian troops shall withdraw northwards into the Amur Province after the Japanese troops have withdrawn from Habarovsk as the Commander of the Japanese forces declared that they would.

(3) The protection of railroads and Government property and buildings shall be placed in charge of armed guards, drafted from the Russian Army.

(4) A civil guard shall be stationed along the railway line in order to facilitate the repatriation of the Czechs. The protection of the railways shall be subject to regulations specified by the Allied Railway Commission.

(5) Arms, ammunition and other material, essential to the civil guards for the carrying out of their duty, shall not be seized by the Japanese troops.

(6) Engineering works, dockyards, etc., shall be placed under the control of the Provincial Government.

(7) Russian institutions, interested in questions concerning warehouse and prices of commodities, food-stuffs, and fuel, shall in no way be interfered with by the Japanese troops.

(8) Special facilities shall be given for the storage of arms and ammunition in transit.

(9) War materials temporarily seized shall not be confiscated, utilized or destroyed by the Japanese troops.

(10) The Japanese shall recognize that the Russian warships now at Vladivostok do not constitute a menace to the Japanese troops while for the Provincial Government they are indispensable for the protection and maintenance of industry and communications.

At the Conference, held on April 21st, the Russians conceded practically all the Japanese terms proposed on April 19th. The minor points were to be discussed on April 22nd.

Referring to Clause 2 of the Russian counter-proposals, the Japanese delegates pointed out that the Japanese Command had made no declaration with regard to withdrawal from Vladivostok to which place the Russians recognised the Japanese claims.

The Russian delegates apologised for the premature publication of the Japanese terms by the Bolsheviks and proposed that they should give publicity to the negotiations to which proposal the Japanese delegates agreed.

SIR JOHN RANGLES IN TOKYO.

OUTLINES POLICY OF INTERNATIONAL PARLIAMENTARY CONFERENCE.

Sir John Rangles, who was chairman of the Commercial Committee of the British House of Commons and ex-officio honorary chairman of the International Parliamentary Commercial Conference, was in Tokyo recently. The mission of Sir John was to assure the people of Japan that although it may never be possible to hold the meetings of the International Parliamentary Conference in Japan, yet the members of the conference appreciate the splendid representation that the Japanese have sent to the sessions. The idea of holding the conference in Japan, according to the British statesman was reluctantly abandoned because of the difficulty in travelling and the long distance.

TO FACILITATE COMMERCE.

The International Parliamentary Commercial Conference is an Allied organization of which every delegate is a member of the parliament of the country he represents.

Our object is to facilitate the commerce between the nations; particularly, the Allied nations, by the removal of the smaller difficulties, the elimination through friendly discussion of the minor irritations wherever possible, explained Sir John.

"We do not aim at any great questions of policy; nor do we attempt or desire to dictate to our respective Governments what their general trade policies are to be. But when our Governments have mapped out their larger policies minor difficulties may be encountered in carrying these out. What we are aiming at, in short, is the establishment of a 'Commercial Entente'."

COLOMBES SHOULD BE REPRESENTED.

"That our general purpose is approved of by the parliamentarians and leaders of Japan has been proven by their regular attendance at each of our conferences at far, in Rome, Paris, London and Brussels."

One thing, this regular attendance of the Japanese delegations has proven to Sir John's satisfaction and has demonstrated is the soundness of the contention he has made, namely, that the various British Colonies, Canada, Australia, New Zealand and South Africa, should also be represented at the international sessions. The argument against this has been that there is distance from the scene of the gatherings precluded the attendance of their delegates, but if the Japanese can attend, they do attend, then, says Sir John, the Colonies can and also would attend if permitted.

Sir John and Lady Rangles have now left for America.

THE FIRE ON THE "KHIVA."

SERIOUS DAMAGE AVERTED.

The *Singapore Free Press* of Saturday, April 24th, gives the following account of the fire on the *Khiva*:—

The P. & O. wharf was the scene of not a little excitement on Thursday night and throughout the early hours of yesterday morning, when a fire broke out in hold No. 3 of the *Khiva*, which but for the difficulty experienced at first in locating it, would have been subdued very quickly. It was about a quarter to eleven that cries of fire were raised by the coolies at work in the hold and became general in a very short time. Hold No. 3 being immediately under the first class saloons in the fore part of the ship, passengers who had just retired for the night, or were about to do so, began to feel rather uncomfortably hot, but we were told that it was not before a lady had rushed out to find the cause that they realised that they were being subjected to a slow baking process from below. As a result there was a general rush to the promenade deck, especially of ladies and children, ready with their luggage to make an exodus if necessary, but being assured by the ship's authorities that some got on to the wharf to watch the operations of the fire extinguishers and others remained on board.

It appears that the hold was stacked with general cargo for London and Marseilles, and for Penang, and Chinese ammu for Singapore, of which last mentioned article the greater number of cases had been removed, there being only fifteen cases in the hold at the time of the fire.

In all probability the fire originated with the ammu receptacles, either by the spontaneous combustion of one of them, or by the lighted stump of a cigarette thrown down by one of the coolies. The Central Fire and the S.H.B. brigades were summoned. Owing to the delay in getting communication with them through the telephone, it was not till a quarter to twelve that both the staffs turned out with three engines. About the same time the two S.H.B. fire-floats *Fervina* and *Sunda* also came alongside and despite their joint efforts in playing water through the nearest hatchway, no great effect could be brought on the fire, as it was about thirty or forty yards away. Visibility was nullified by the mass of smoke and no one could be persuaded to climb down with a hose. Under the circumstances, the hatchway was closed with heavy planks and tarpaulins to render it air tight and hoses played through apertures. It was soon evident that this was not going to avert the danger, and the services of an engineer in the employ of the United Engineers were requisitioned about 3 a.m. for opening up a port hole on the side of the ship adjacent to the wharf, leading to the place where the fire was centred. This was done by oxy-acetylene burner and the engine was lowered down into the hold with its steel plug.

It was about four o'clock, and then the work of getting the flames under by bringing hoses into play through this aperture took half an hour. Two hoses were introduced by the fire brigade from the wharf, and the other brought from the firefloat round the bow of the ship and on to the wharf. Messrs. Wilson and Croston and their respective men stood to their work unswervingly and played incessant streams of water till the tongues of flame were checked.

The men remained at their posts till 11 a.m. yesterday when the smouldering flames were completely extinguished and the deluge in the hold in which the cargo was floating, was pumped out.

About 500 tons of cargo, whose value has not yet been made out by Lloyd's local representatives, but which should reach five figures, is said to be the total damage done through the action of fire and water. Fortunately the camphor which was stored just behind the ammu, and part of the general cargo, which were actually burnt were untouched, otherwise the damage would have been more serious.

We understand that the cargo which had been variously shipped in Shanghai, Hongkong, Kobe and Yokohama, is covered by insurance. Capt. Polder, master of the *Khiva*, his officers and men, as well as Mr. A. R. Wijetoon, acting wharf manager and his subordinate, rendered valuable assistance. Capt. Edwards of the S.H.B., representative of the agents and other officers were also on the scene. The departure of the vessel has been postponed till Monday at 6 p.m.

THE MARRIAGE LAWS.

Viscountess ASTOR in the House of Commons recently asked the Under Secretary for the Home Department whether he was aware of the urgent need of an alteration in the marriage laws to make it legal for a woman to marry her deceased husband's brother; and whether, in view of the great number of cases at the present time in which a man was anxious to marry the widow of a brother killed in the war and to care for her children, the Government would introduce the necessary legislation to equalize the treatment of those marriages, as had already been done in the parallel case of marriage with a deceased wife's sister.

Major BAIN: The Home Secretary has no information to show that this question is especially urgent, and he fears he cannot undertake to introduce legislation on the subject.

Viscountess ASTOR: I will give the right hon. gentleman plenty of information to show that it really is urgent. ("Order.")

A titled man, well known in the field of sports, and who had served with the Forces in the war, provided as follows in his will, lately proved:—"I bequest to my brother (named) the sum of one shilling to show my appreciation of his noble sacrifice to his Country in avoiding military service until compelled to join up."

WOMEN IN HONGKONG.

May 3rd.

May Day dawned in anything but a May Day manner. A great disappointment for dog and poultry lovers, for even under the most ideal conditions, one does not like to subject one's beloved pets and much cared-for birds to the cramped discomfort of a show, and when the weather is really bad, you wonder whether the show is worth while and only help on because you want to encourage every sporting effort. Talking of dogs one is glad that very few women in Hongkong have the craze for flap dogs, in an accentuated form: those who possess them love them and care for them, but they do not make in obsession of their fancy and take their dogs to tea parties or feed them at the table. I knew a woman in England who put off a visit to a country house because her dog had died, after a trying illness, and she felt she wanted to grieve alone and in private. A little sentiment as salt to life is necessary, but you want sentiment as flavouring not as a whole meal. When carried to excess this devotion to animals appears to be a perverted material instinct expressing itself in the longing for something to pet and care for, resulting from the limitations of families or from the fact of handing over one's children to the care of hired women.

Another aspect of the craze is that it is the result of a blind devotion to fashion, so that when it is decreed smart to walk about with an impossible little toy dog often possessing shocking manners, every woman who wants to be the last cry acquires a dog as a sort of a finishing touch to her adornment.

At one time the fashion extended to toy Teddy Bears and cupie dolls which were carried about by girls and gave one the impression of constituting a sort of refined edition of the glad eye. Any old thing to attract attention and yet keep one's reputation for virtue if not for wisdom. Glory be! our women out here, have not fallen to that sort of thing.

Dancing enthusiasts have been complaining about the music at the tea dances at Repulse Bay. They describe it as dull and funereal, though with a tendency to improve as the afternoon advances. Of course, the difficulty out here is that there is so little competition and also that the bandsmen never have a chance of hearing any one better than themselves, and of getting fresh ideas. They just have to carry on and worry things out for themselves. They must certainly suffer from occasional attacks of jazz nausea playing the same monotonous tunes over and over again. The moods of players for dance music are also subject to variation. One often notices a change from dreary spiritless playing to a perfect frenzy of rhythm that is very infectious and immediately reflected in the mien of the dancers. One has also to remember that dancers themselves are fever, over-doing things; you can hardly dance afternoon and evening three or four times a week, and throw in a few dinner parties, a couple of picnics and some sea bathing, without becoming a bit nerve-strained and critical. In many lands during the war, we had week-end days, why not try a danceless week-end every five, just to make everything seem a bit fresher when it happens!

I have often wanted to beg and pray the Lords of Creation who are members of the Hongkong Club to allow us poor females, limited access to their splendid library. I believe many women have prayed for this privilege and been refused. Perhaps if I put it in writing, some one will back me up, and we could send a memorial petition to the committee to allow us to enter the sacred haven. I suppose members are afraid that this would be the knowledge of the wedge and that women would be wanting limited or unlimited use of the Club. They could easily guard against any encroachment upon their valued seclusion, and their Club would continue to be the one sanctuary where the prying female could not and dare not enter.

All we women ask for is one hour, daily or even only twice a week, say from 10 to 11 a.m., when we might be allowed to enter the Club library and potter about amongst the books and choose our own reading matter. The advantage of having such an arrangement daily would be that there would be no danger of a crowd whereas if one only had two mornings a week, everyone would come at the same time, and they might be so busy talking that their choice of books might have to be less discriminating than it would be by catalogue.

One of the great joys of a good library is to handle the books, to look into a volume here and there, decide whether it appeals to your mood and, above all, to be able to find out what is in and what is not available. I have repeatedly sent down long lists with a majority of books I wanted and a few that would do for want of something better. I have always been supplied with the *fait de mieux*. I cannot see what legitimate objection the members could raise against the privilege we ask of them, for in a community made up of businessmen one may safely assume that they are busy justifying their claim

to the title between the hours of 10 and 11 a.m. Just one little hour for the women, and the members need not even know they had been there. They would promise not to smoke strong cigarettes and would leave their scented handkerchiefs on the door mat, like the Turk and his shoes; they would also promise not to powder their noses or to stay over the time limit, or else hair-pins might drop in their hurried exit, and there would be a sort of Cinderella trail as the clock struck eleven.

I know that we shall be told that we are lucky to get the books and that in other countries members are not allowed to take books away from the Clubs, and certainly not allowed to lend them to their wives or their friends, but seeing that we have this rare privilege in this land of intellectual starvation, why not use it to its fullest and get all the benefit you can out of it? So few of us can afford to buy all the books we want to read and if we could few of us would care to keep good books on the Peak, you can replace your shoes and your clothes, but you cannot replace the sort of books and pictures that you want to keep.

The new traffic regulations are published at a time when a great many of us have been discussing the added dangers to existence on this peaceful Isle. A little while ago a local poet wrote a spirited ode upon the subject, in the columns of this paper. He expressed the feelings of the poor pedestrian under the influx of motor-cars. While deeply sympathising with him, I cannot help thinking that the new regulations might with advantage have included penalties for pedestrians, especially Chinese, who appear to have a fatalistic belief in the protection of their particular Joss. It has been my unpleasant fate to witness several accidents and still more narrow squeaks. Once I saw a Chinaman wait for a slowly approaching car and roll under it, amid the squealing howls of a crowd of sympathetic females of his own race. It looked as if he was making a determined effort to court death or compensation. I then realised that I had a busy, vindictive streak in my nature for my chief sentiment was one of anger against the victim of the accident, who was by some miracle bruised and not killed. I think that any pedestrian, European or Chinese, who does not move at the approach of a motor-car, a steam roller, or a tank should be tried and punished for attempted suicide and be made to complete the attempt. An equally great if less obvious danger is the introduction of the ricksha on the narrow winding paths of the Peak. We are now victims of the modern spirit and the jogging lay, roll of the chair coolie, seems almost dull after the rush of the car, so we like a ricksha which looks fast even if it is not.

The ricksha coolie enters into the spirit of speed and tears round the corners with silent and disconcerting rapidity. The only time, by the way, that he is silent. At the tram station where silence would be appreciated, the noise, chatter and din are indescribable and many a post-lunchon siesta and many a midnight sleep has been disturbed by the unchecked disputes of chair and ricksha coolies.

Often when strolling around the Findlay Road or Lugard Road at dusk, with eyes focused on the harbour, one is in imminent danger of being knocked down by a passing ricksha. A few nights ago two of us had a narrow escape from an untimely and indignant death. It would be the perishing limit to escape the dangers of traffic and disease in Hongkong and be killed by a ricksha on the Peak. One would feel that you had more or less lost your right to pass through the gates of heaven.

Posters and advertisements containing full details of the Entertainment in aid of the Catholic Men's Club are appearing in local papers and in public places. The programme sounds attractive, all the advertised amateur artists are well-known and popular attractions at any show.

Friday and Saturday, the 7th and 8th inst., are the dates.

There was a big crowd at the Peak Club on Saturday night in spite of perfectly appalling weather. Dresses appear to be getting lower and lower. Women do score in hot weather and if they wear light washing materials, they should be very comfortable. The pity is that most of them dance in silks and satins that will not stand the wash tub, a most necessary accessory to a wardrobe in Eastern climes. Men ought to be allowed to wear tennis shirts with low collars and no ties in the perspiring months, for the poor things present a very dishevelled appearance after a few dances and are obliged to bring several changes of collars. When they attempt to wear stiff shirt fronts the effort is pathetic.

THE SCRIBBER.

BISHOP LANDER'S FAREWELL LETTER TO CLERGY AND CHURCH MEMBERS.

Bishop Lander has sent the following letter to the clergy and church members:—

St. Paul's College.

Hongkong, April 28th, 1932.

My DEAR FRIENDS.—I am sailing for England on May 8th; the date of my actual resignation is not yet fixed. It depends upon the wishes of the Archbishop of Canterbury, who, I hope, is by now in communication with whomsoever is likely to be my successor. Now that I am on the eve of leaving the Diocese for good, I feel more sad than I can say that such a splendid door of opportunity is being shut, and that I have, through my infirmity, unworthiness and unfitness, made such poor use of it.

Under the blessing of God and the energy of clergy and laity during the last 13 years, there has been wonderful progress in the Chinese Church. It has been organized as a branch of the Anglican Communion, with its General Synod, and this Diocese has now its duly constituted Diocesan Synod. A new Diocese has been created and taken from this—the Diocese of Kwangsi and Hunan. In 1907 there were only three Chinese Clergy in the combined Diocese, of whom one has since died; now there are eleven in this. I have confirmed 3,018 persons.

The Chinese Church members send their contributions every year to the Shensi Mission, and quite recently they have come to the rescue of the Church Missionary Society by sending a clergyman and supplying his allowances for Manning Fu, where an entirely new work was opened a few years ago. Work has also been opened at Xunnan Fu. I have dedicated many new Churches, some of them built by Chinese Church members themselves. In the city of Victoria, whereas there was only one Chinese church, now there are three all well filled. Canton has become a strong centre and its new church is being built. The Chinese Church is increasingly strong at Pakhoi, Liemchow, Shaki, Tsai Leang, Tsang Tsing and other places. The way and its after effects have rendered the work of the Diocese much more difficult, chiefly by checking the supplies of recruits for Mission Stations and Diocesan Schools; and the extremely adverse rate of exchange for sterling has made the financing of the work a burden that has become well-nigh intolerable, though I am deeply grateful for the generous collection in the English and Chinese Churches, of \$5,000 at the beginning of this year.

The Church of England Diocesan Conference made many most valuable recommendations which the standing Committee will, to the best of their ability, carry out. I am conscious of so much that I am leaving undone, of many schemes unrealized and of many necessary building and extension schemes requiring very large monetary gifts; but I have, within the last month, had the great satisfaction of seeing the Cathedral and St. Andrew's, now richly endowed by Sir Paul Chater's princely gift of £50,000 to form the "Chater" Endowment Fund. It is also gratifying that the long-needed Church Hall is rapidly rising, so that one of my successor's first duties will be to open it, free of debt.

I have asked the Church Bodies and Vestries to arrange to provide my successor with compensation for the loss on exchange when the dollar is above two shillings. If this is done it will make it possible for a new Bishop to be sent with as little delay as possible. In the meantime, Archdeacon Barnett, and the Rev. H. Coppley, Moyle will act as the Bishop's Commissioners for the Chinese and English sides of the work. The Rev. A. D. Stewart will act as Warden of St. Paul's College. I request the clergy to make no material changes in the services of the Churches till the new Bishop arrives.

I hope to attend the Lambeth Conference, July 1st to August 6th, and I ask that prayers be said seeking God's blessing upon the 275 Bishops from all parts of the world. The subjects for discussion and resolution are of momentous importance to the Church and the world.

As for my own future, it is at present absolutely vague. Happily the midday which threatens me during the hot weather here is likely to be entirely eliminated in a temperate climate, and I hope I am still young and strong enough to do some work for the Church.

From the depth of my heart I thank you for the inviolate loyalty, forbearance and kindness you have shown to me and mine during our sojourn here, and I assure you that wherever I settle I shall esteem it a privilege to render any service in my power, to this Diocese.

Commending you all to the grace of God. I am,

Always yours most sincerely,

G. H. VICTORIA, HONGKONG.

Otherwise GERARD H. LANDER.

Letters to c/o The Church House, Westminster, will always find me.

THE DENNITON PLAYERS.

The Denniton Players present "Baby Mine" to-night. "No one who has seen "Baby Mine" will deny that it is one of the most successful pieces ever presented. It ran for one year at Daly's Theatre, New York, and is now meeting with enormous success in London in its second year. Miss Margaret Mayo, play-princess to run "Charley's Aunt" close in popularity.

THE MAGISTRACY.

UNREGISTERED POSTMEN.

Two Chinese were fined \$25 each for bringing stamped letters into the Colony, addressed to different persons.

CHINESE OFFICER AND REVOLVER.

A Chinese commissioned officer of the Southern Army was charged, yesterday, with being in unlawful possession of a revolver and several rounds of ammunition.

Defendant said that he was only passing through the Colony and did not know the regulations.

Mr. Smith fined defendant \$25.

RAPACIOUS RICKSHA-COOLIE.

A Chinese ricksha-coolie was charged, yesterday, with demanding more than the legal fare.

Defendant denied the charge, alleging that no money whatever had been paid him.

Mr. J. W. Ellis, a visitor to the Colony, stated that he engaged the ricksha on Monday at the Chartered Bank to take him to a tailor's—a stone's throw away. On his return to the Bank he tendered ten cents to the coolie, who refused it, demanded more and pulled witness' coat. That sort of thing has occurred to him no less than a dozen times, although he had been in the Colony for only three days. He charged the man as an example.

Mr. Smith fined defendant \$5.

"TOO MUCH DRINK IN WANCHAI."

Mark Renton, an American, was charged, yesterday, with the larceny of a quantity of clothing, belonging to a Chinese girl.

Defendant said that he was drunk and when he woke up yesterday morning he found himself in the cell. He did not know what had happened.

Inspector Kent confirmed the statement that Renton was very drunk and said he did not think defendant had any intention of stealing.

Mr. Hutchison: There has been too much drink in Wanchai these last two or three days. You had better be careful in fat rear you will get into serious trouble.

Mr. Hutchison was charged with being drunk and incapable.

Defendant pleaded for a chance as he wanted to get back to his ship.

Inspector Kent said that the American had gone away. Defendant had evidently "jumped" the ship. He was found sleeping in a verandah.

Mr. Hutchison fined defendant \$5.

Six others, including a Chinese, who were let out on bail of \$5 each after being arrested for drunkenness, did not attend Court and their bail was forfeited.

SPORT.

BASKET BALL.

To-morrow afternoon (May 6th) at 3 p.m. an exhibition basket-ball game will be played at the Chinese Y.M.C.A., and the general public are invited to be present. H.E. the Governor and Lady Stubbs have kindly promised to attend. A big Shield has been subscribed by the American Community of Hongkong and it will be presented to the American Athletic Club which has won the open league competition—this Club scored 18 points and has not been defeated.

The competing teams are the American Athletic Club and a team selected from the rest of the league. There are 10 teams in the league, and these represent the Indian Recreation Club, the South China Athletic Association, the University, the Y.M.C.A., Queen's College, and the American warship *Helena*.

The meeting to-morrow will afford those who have never seen basket ball, an opportunity to witness the game which is very popular in America and North China. The Hongkong Basket Ball Association has done excellent work in increasing general interest in the game in Hongkong. It is hoped that the general public will support the organizers of the match by being present in force. Nothing encourages competitors so much as a good audience.

THE HONGKONG ELECTRIC CO., LTD.

DIVIDEND ANNOUNCEMENT.

At the forthcoming annual meeting of the Hongkong Electric Co., Ltd., to be held on May 22nd, 1932, the Board of Directors will recommend a dividend of \$2.25 per share and a bonus of 75 cents per share.

THE POLES IN HONGKONG.

Thanks to the generosity of Mr. H. W. Ray, the proprietor of the Coronet Theatre, several hundred of the Poles who are travelling to Danting on the *Yaroslav* were enabled to witness the matinee performance free of charge. Numerous officers were present and everyone seemed to enjoy the performance greatly. Mr. Ray has arranged that all the 1,600 Poles on the *Yaroslav* shall attend a free performance at the Coronet during the next day or two.

Cool food for a hot day

COOKED BONELESS ENGLISH HAMS in tins
Hams \$1.10 per lb. Whole Hams \$1.00 per lb.

COOKED SLICED ENGLISH HAMS
1 lb. tins \$1.00 each.

CHOICE AUSTRALIAN CHEDDAR CHEESE
per lb. 70c.

JACOBS' AFTERNOON TEA BISCUITS
\$1.00 per tin.

DAMSON PRESERVE in bottles
80c. per bot.

RED CHERRIES in bottles for tarts
60c. per bot.

PICKLED PLUMS, PEACHES, APRICOTS
and PEARS
these are delicious with Cold Meat, etc.
85c. per bot.

SUCCOTASH, SUGAR CORN, and SUGAR PEAS
each 40c. per tin.

DRIED LENTILS, HARICOT and BUTTER
BEANS
In 2 lb. tins 60c. per tin.

POTTED MEATS and FISH in Glasses
30c. each.

HARRIS WILTSHIRE PORK SAUSAGES
60c. per tin.

LANE, CRAWFORD & CO.

Just received from U.S.A., a new shipment of Typewriters—different models.

Inspection cordially invited by—

UNIVERSAL IMPORT & EXPORT CO.

TOTEL MANSIONS,
Top Floor,
HONGKONG.

NEW COLUMBIA RECORDS

A5687	11 TROVATORE	ANIL CHORUS	COLUMBIA OPERA CHORUS
A5688	MARITANA	CHORUS	"
A5689	PUPPCHEN	ONE STEP	"
A5690	Y-COME LA VA	TANGO	"
A5691	SHORE AT LEI WAI	FOX TROT	"
A5692	LADDER OF ROSES	ONE STEP	"
A5693	HERE COMES AMERICA	FOX TROT	"
A5694	MICKY	"	"

The Anderson Music Co., Ltd.,
16, Des Voeux Road. Tel. 1322.

Powell Ltd.

TELEPHONE 346

NEW STOCK OF

ENGLISH AND AMERICAN

TRAVELLING CRUNKS

JUST UNPACKED.

PRICES from \$32.50

LADIES HAT CASES.

LINEN CABIN BAGS

AND HOLDALLS.

TRAVELLING RUGS.

NEW ADVERTISEMENTS

WANTED.
ENGLISHMAN desires LESSONS in Japanese.
Reply to—
Box No. 865,
Care of "Daily Press" Office.
865

TO LET
For the months of May and June.
NO. 52, PRINCE FOUR-ROOMED HOUSE and Garden.
Apply—
Box 866,
Care of "Daily Press" Office.
866

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 47th ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hong Kong, on FRIDAY, MAY 21ST, 1920, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1919, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Society will be CLOSED from 8th May to 21st May, both days inclusive.
By Order of the Board,
H. P. HAY,
Deputy General Manager.
Hong Kong, May 4th, 1920. [868]

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 54th ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hong Kong, on FRIDAY, MAY 21ST, 1920, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1919, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Company will be CLOSED from 8th May to the 21st May, both days inclusive.
By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hong Kong, May 4th, 1920. [869]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 51st ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hong Kong, on FRIDAY, MAY 21ST, 1920, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1919, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Company will be CLOSED from 8th May to 21st May, both days inclusive.
By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hong Kong, May 4th, 1920. [870]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ORDINARY GENERAL MEETING will be held at the Company Office, St. George's Buildings, on SATURDAY, MAY 22ND, 1920, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 31st February, 1920, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 21st May, 1920, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.
Hong Kong, May 4th, 1920. [871]

NOTICE.

THE ORIENTAL COTTON TRADING COMPANY, LIMITED.

(THE TOTO MUKKA KAISHA, LTD.)

NOTICE IS HEREBY GIVEN that the above-named Company has been incorporated in Japan under Japanese Law with a Capital of ¥25,000,000 for the purpose of carrying on the business in Cotton, Cotton yarn, Cotton piece goods and other similar goods which have hitherto been carried on by the undersigned and that as from the 18th April, 1920, all the rights and liabilities of the Undersigned in connection with the said business and the benefit and burden of all contracts and engagements now subsisting in connection therewith have been taken over by the above-named Company.
The undersigned are the duly authorised agents of the said Company to carry on business of the said Company in the Colony of Hong Kong and its dependencies as from the said date.
THE MITSUI BUSSAN KAISHA, LTD.
Agents.
Hong Kong, May 5th, 1920. [872]

REPULSE BAY HOTEL.

WEDNESDAY, MAY 5TH,
TEA DABRANT FROM 4 P.M. TO 7 P.M.
DINNER DANCE FROM 8 P.M.
SATURDAY, MAY 8TH,
TEA DABRANT FROM 4 P.M. TO 7 P.M.
DINNER DANCE FROM 8 P.M.
SUNDAY, MAY 9TH,
Orchestral Concerts during Tiffin and Afternoon.
[873]

NEW ADVERTISEMENTS

MANUFACTURERS of SWISS WATCHES and MOTOR CLOCKS
solicit enquiries from time interested.
Gold Cases made in England to customers' own design. Wholesale Only. S. S. SPEYER & CO., 18, Hatton Garden, London, E.C.

MOTOR CAR FOR SALE.
ONE NEW WILLIS-KNIGHT, 7 seater, just arrived, very silent, with nice cover, extra wire wheels, spot light and all accessories complete. Owner leaving the Colony is prepared to sell at cost price \$3,350.
Apply to—
"WILLIS-KNIGHT"
Care of "Daily Press" Office.
867

THE ROYAL HONGKONG GOLF CLUB

THE ADJOURNED GENERAL MEETING of Members will be held in the CHAMBER of COMMERCE ROOM, CHY HALL, on MONDAY, MAY 10TH, at 4.15 P.M.
By Order of the Committee,
L. S. GREENHILL,
Hon. Secretary.
Hong Kong, May 3rd, 1920. [867]

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-NINTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the offices of the undersigned on TUESDAY, MAY 25TH, 1920, at 11.30 a.m.
The TRANSFER BOOKS and REGISTER of MEMBERS of the Company will be CLOSED from the 11th May to the 25th May, both days inclusive.
JARDINE, MATHESON, & Co., Ltd.,
General Agents.
Hong Kong, May 3rd, 1920. [869]

NOTICE.

MESSRS. LANE, CRAWFORD & CO. have just received a fresh shipment of the following SMOKING MIXTURES, in 4 oz. tins:
Clayton, Magnus, Hanky's and Sil Phillips; also Bryant and May's Special Safety Damp proof MATCHES 25 cents per one dozen boxes.
[848]

WANTED.

COMPETENT STENOGRAPHER for Shipping firm. State previous experience and salary expected.
Reply to—
Box 887,
Care of "Daily Press" Office.
887

TO LET.

A SHOP in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.
[88]

FOR SALE.

INDIAN MOTORCYCLE and SIDE CAR, complete with lamps, pump, tools, etc. Excellent tyres. Price \$350.00.
Apply—
Box No. 860,
Care of "Daily Press" Office.
860

FOR SALE.

FINE Site at PRINCE FOUR-ROOMED HOUSE. Area 12,000 sq. feet. Further land available. Immediate possession.
Apply—
Box 849,
Care of "Daily Press" Office.
849

ENTERTAINMENT.

FRIDAY and SATURDAY, MAY 7TH & 8TH.

AT THE
ROYAL ARTILLERY THEATRE,
VICTORIA BARRACKS.

in aid of the
CATHOLIC MEN'S CLUB
(St. Patrick's Hall, Garden Road).
FOR CATHOLIC SAILORS & SOLDIERS.

UNDER the Distinguished Patronage of
HIS EXCELLENCY THE GOVERNOR
AND LADY STURGES, Commanders V. G. GURNER, R.N., and Colonel J. YOUNG,
Commanding the Forces in China.

ONE ACT PLAY..... "THE CONVERSION OF NAPOLEON"
Major LAW, Captain and Mrs. BARNSTON
and
Mr. E. A. HALFORD, Whitehall Regiment
THOUGHT READING..... Mrs. KINGCOVE
And VARIOUS ITEMS..... Col. CHESSE, Lt. FRANKS, R.N.,
and other Well-Known Amateurs.

The Band of the 2nd Whitehall Regiment will play.
Reserved Seats..... \$2.00
Body of Hall..... \$1.00
Sailors and Soldiers Half-Price.
BOOKING AT MOUTRIER.
Commencing at 8.15 p.m.
Doors Open at 8.45 p.m.
[886]

INTIMATIONS

LEGISLATIVE COUNCIL ELECTION.

TO THE JUSTICES OF THE PEACE FOR THE COLONY OF HONGKONG.

DECLARATION.
The closeness of the contest in which I took part two years ago encourages me again to offer myself as an INDEPENDENT candidate for the vacancy in the representation of the Justices of the Peace on the Legislative Council. My proposer and seconder are Messrs. John Scott Harton and Frank Smyth. The ballot will take place at Supreme Court on WEDNESDAY next, MAY 5TH, between the hours of 4 and 6.30 p.m., and I now ask for your support.
The traditional policy of past elected members—such as Messrs. Hewitt, Shewan, Murray-Stewart, Pollock, Holyoak and Alabaster—has been freely to criticise the Government, which is inclined to err in being too conservative. If elected, I intend to follow the example of my predecessors to the limit of my power.

While it is practically impossible, in the face of a permanent Government majority, for Hon. Unofficial members to initiate legislation I shall endeavour, if returned, to secure attention to the following matters, which I deem necessary for the continued progress of the Colony:—

1. The deepening of the Harbour to meet requirements in sight.
2. The construction of an Aerodrome and Seaplane Harbour. Mechanical flying has developed rapidly, and Hong Kong must be on the aerial mail route. In the meantime, Canton is ahead.
3. The necessity of pushing forward the promised Kowloon Hospital to prevent unnecessary suffering and loss of life.
4. The provision of a new and more cheerful Luncheon Asylum, as advocated years ago in Council by the Hon. Mr. P. H. Holyoak. The motto "Abandon hope all ye who enter here" might well be inscribed over the portals of the present institution.
5. A continuation of the present policy of making motor roads through our beautiful Colony, and at the same time providing alongside, wherever possible, places where people can picnic or take their ease. At small cost there is room for a miniature park, with existing shady trees, between North Point and Quarry Bay, where others besides motorists could find quiet recreation after work.
6. The removal of restrictions in the centre of the city to allow of the erection of buildings six stories high in order to meet the urgent demand for additional office accommodation. Fire appliances and water, if not already available, must be provided forthwith.
7. The resumption of all land now occupied by the Naval and Military authorities in the centre of the city. The Parade Ground should be surrendered forthwith for building purposes.
8. The resumption of Land Sales, either alongside the motor-road or in certain defined areas where people can buy requirements at known rates. If auctions are necessary, "claim jumping" could be deterred by purchasers being obliged to commence building the required standard of house within three months; otherwise the lot to revert to the original applicant at the upset price. No bid to be accepted from any one unless he has deposited approved plans before the date of auction.
9. As a member of the Constitutional Reform Association I want the moderate reforms they advocate.

The Estimates are too far ahead to criticise here.
If you do me, the honour to elect me, I will do my utmost to justify your confidence.
Your obedient servant,
A. L. LOWE.
Hong Kong, April 30th 1920. [854]

TO THE JUSTICES OF THE PEACE OF HONGKONG.

DECLARATION.
In deference to a widely expressed wish I am offering myself as a candidate for the vacancy on the Hong Kong Legislative Council. I trust I shall receive your support at the election. If elected I shall pursue the policy of the progress of the Colony. I shall pay particular attention to the trade and shipping interests of the Colony, on which I regard its prosperity to a great extent depends, and with which I am not altogether unfamiliar after very many years of varied business experience. I am greatly in sympathy with the opening up of new roads, the improvement of existing roads, and particularly that leading to the terminus of the Peak Tramway, also the provision of holiday resorts and recreation grounds for both adults and children on which the health and efficiency of the members of the community so much depend. The housing problem and that of public health will also receive my earnest consideration and endeavours for the benefit of the public. I have considerable experience as Deputy in Command of the Hong Kong Police Reserve Force. There is urgent need of improvement in the Police Force of Hong Kong and I feel myself competent to assist in this improvement. I have been a Justice of the Peace for very many years, and in that capacity have visited the fiscal hospitals, and lunatic asylum, and again feel that I am competent to assist in the improvement of these institutions. I have also been in close touch with the commercial men of this Colony and know well the conditions of trade and enterprise. Vast improvements in Kowloon and in the ferry service to Kowloon should be effected in the near future. Transfers both for people and goods established or improved. There is also great need of a hospital at Kowloon, and I shall use every endeavour to assist in its establishment. If elected it will be my earnest desire and endeavour to do all that is in my power for the benefit of the residents of Hong Kong and Kowloon.

I am, Gentlemen,
Your obedient servant,
T. F. HOUGH.
Hong Kong, April 30th, 1920. [845]

INTIMATION

WATSON'S

effervescing

LIVER SALTS

taken in the morning will
quickly relieve that slight
derangement and impart a
feeling of health, vigour and
exhilaration.

SOLE AGENTS:

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

HONGKONG OFFICE: 104, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press

HONGKONG, MAY 5TH, 1920.

THE MISSION OF MR. LAMONT

MR. LAMONT, who, some weeks ago, came to China from the United States for the purpose of "obtaining for the proposed new Consortium a more adequate view of the Far Eastern situation" has recently left Peking, and in a parting message given to the Press has expressed himself in terms which indicate that he has arrived at conclusions apparently not favourable to much immediate assistance from the new Consortium. "The situation here," he said, "is so complex and important, that so far as the banking groups are concerned its study and development must be matters not for a day but for the patient future, which I trust may be marked by cordial co-operation between the Chinese people and the great body of investors of the western world which the banking groups represent." During his stay in the Chinese capital Mr. LAMONT has been the hero of the hour at many official receptions, and the most contradictory stories have been circulated in the Chinese Press regarding his views and intentions. Not the least interesting of his experiences at Peking, probably was the call he received from a deputation of the student organisation which has become an important factor in Chinese politics. This deputation informed him that while they would welcome investments by the Consortium in sound business enterprises, they strongly opposed the making of political loans, or loans ostensibly for economic purposes unless they were accompanied by the strongest guarantees that they would be properly applied. The assurance Mr. LAMONT gave on the occasion seemed somewhat vague, as it was reported in the Chinese press, but its terms were such as conveyed to the deputation a full assurance that their wishes on this point would be met. Another question raised by the students at this interview was whether the Chinese Banks might be admitted into the new Consortium. Mr. LAMONT appeared to

have no personal objection to this, but expressed a doubt as to whether the Chinese Banks themselves, with their different organisations and rates of interest, as compared with the foreign banks, were at present prepared to enter the International Banking Group. We do not suppose the views Mr. LAMONT has formed differ in any material respect from the views of foreign bankers whose observations and investigations on the spot have extended over a much longer period of time. He has been impressed with "the great extent and underlying strength of China's resources, the integrity of her people, and the elements which, in spite of her temporary difficulties, make for the strength and stability of the nation." He appears to have said nothing of the factors which are making for the disruption and fatal weakness of China; but we may assume that from what information he has been able to glean he believes that in "the patient future" the unhappy political division which has involved the nation in so much useless expenditure and retarded her development on sound progressive lines will some day be healed and the confidence of the foreign investor restored. The steady accumulation of debts, due to the enormous expenditures incurred by a state of civil warfare which continues without any blood being shed, is forcing upon public attention the fact that the question of vital moment to the State is the demobilisation of these large armies. The difficulty is, as one northern Chinese paper puts it: "Demobilisation orders cannot go into effect unless they are accompanied by good pay; and, after being despatched, the soldiers are apt to take free action if a continuous flow of silver is not forthcoming to quench their thirst. With a prolongation of the civil war, a poor society and an exhausted State treasury necessarily result! Hence foreign loans are becoming indispensable, and, when they cannot be secured, the Central authorities are as idle as sick silkworms and swooning butterflies. Once the loans are obtained, the worm begins to move and the butterfly starts flying. All swarm into a struggle for commissions, while the militarists congratulate each other upon obtaining the money in order to carry on the war for the fulfilment of their ambitions." The conviction is growing among the Chinese that acceptance of foreign loans leads to endless trouble and danger, and to reject them would be to force an end to all extravagance. Unfortunately the solution of the problem is not so simple. It is not by foreign loans that the country has been kept so long in a state of anarchy, but rather by reckless expenditure of the country's revenues; and until the country gets a Government at Peking which will set its face sternly against this wanton waste of public money there is little to be hoped for in the way of salvation for the country. What every ardent reformer among the Chinese should know is that last year the Maritime Customs Administration was able to hand over for the free disposal of the Chinese Government, the large sum of Tls. 22,000,000, and the Salt Administration was able to release to the Chinese Government the great sum of \$55,000,000. Referring to this at the annual meeting of the Hongkong and Shanghai Banking Corporation, the Chairman observed: "These immense sums, aggregating at present rates of exchange a total of considerably more than \$25,000,000 (the amount of the Reorganisation Loan of 1913), and so sorely needed for the work of reconstruction and reform, have been poured out like water upon sand, in meeting as far as may be the demands of the army over which the Central Government have ceased to have control, and of an administrative machinery exploited by political factions—demands which have no finality and which the resources of the Government, even under the peculiarly favourable conditions resulting from high exchange, cannot improve collection are quite inadequate to satisfy in full." There is China's problem in a nutshell, and it will need to be a very "patient future" which will solve it unless an International Commission is invited to control the country's finances.

Chiefly as a result of the activities of the British War Information Committee the foreign communities at Hankow subscribed during the war to Allied funds the sum of \$75,000 while Chinese friends gave \$25,000.

The contest between Mr. Hough and Mr. Lowe for the temporary vacancy on the Legislative Council will be decided by ballot of the Unofficial Justices of the Peace this evening, at the Supreme Court between 4 and 5.30 p.m.

The Peking Government plans the formation of a commission, of which Mr. Liang Shih-yi may be the Chairman, for the purpose of considering the betterment of the condition of the common people with a view to offset Bolshevik propaganda.

The Denniston Players are playing at Canton for three nights next week, commencing on Monday. There is every anticipation of a warm reception for them there. The three plays selected are about the best that this Company has staged here. On their return from Canton the Company leaves for Colombo on the *Dunera*.

When in the House of Commons recently Lieutenant-Commander Kenworthy complained of the inadequacy of the garrison at Singapore. Mr. Churchill (Secretary for War) said that the power of the Navy, which had no potential antagonist at the present time, and the absence of the menace of the German Fleet, placed the coaling stations in a position for many years to come of enormously greater security.

The following paragraph is taken from the *Canton Times*:—The Society for the Protection of ex-convicts has now in its charge two young women ready to be married to suitable young men. Persons being desirous of getting married may call on the girls, one 16 and another 17 years old, at the office of the society. Before permission is given for the wedding, the acceptable young men must be able to furnish evidence of good faith and recommendation from reliable business firms.

TO "PLEBEIAN."

"There can be no doubt whatever that of the two Candidates Mr. Lowe is preferred by the Public." Extract from "Plebeian's" letter.

Word has gone forth—the Oracle has spoken!
The truth is out, and Mr. Hough is broken!
The Public stamp him as an autocrat,
And there you are of course, we can't stand that!

And yet, who is it, who is kindly stating
What we all think in prose illuminating?
Some worthy man, who is well-known to us;
Oh dear me, no! He is anonymous.

I'm sure, of course, he is uncommon clever,
And of his judgment there's no doubt whatever.
Yet, till I'm finally upon the shelf
I'd rather do my thinking for myself.

Speak for yourself, old bean, and go on speaking,
If it is mere publicity you're seeking;
But, if you've got it in for Mr. Hough,
Don't call on all of us to out up rough!

FAIR PLAY.

CURSE OF MILITARISM.

\$24,000,000 MILITARY PAYMENTS IN ARREAR.

According to a statement submitted by the Bureau of Finance to the Governor of Kwangtung, covering the period from January 1st, to November 30th, 1919, the unpaid dues to the Navy alone amounted to \$333,400; and to the different contingents of troops, \$16,842,000. Since December, 1919, the dues in arrears have totalled more than \$4,000,000. These items and other smaller ones bring the total arrears to more than \$24,000,000.—*Canton Times*.

THE DIPLOMATIC BODY AND CUSTOMS' REVENUE.

SURPLUS TO BE WITHHELD FROM SOUTH-WEST.

The following telegram, dated Peking, April 30th, 1920, has been addressed to the Senior Consul, Canton, by the Dean of the Diplomatic Body:—

"The Diplomatic Body has recently been approached by the Chinese Government with a request for the release of Four Million Taels of Customs' Revenue. Thereof Five Hundred and Forty-Eight Thousand Taels were to be remitted to the Authorities of the South-West. But in view of the conditions which at the moment obtain in the South-west, the Diplomatic Body, being desirous of avoiding anything which would tend to aggravate civil dissension, has decided that these \$548,000 shall remain on deposit in the hands of the Inspector General of Customs until further orders.

"You are at liberty to make use of the above for the information of the authorities and of public opinion."

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

AMERICAN MERCHANT MARINE.

SENATE'S SUBSTITUTE MEASURE.

WASHINGTON, May 2nd.
The Commerce Committee of the Senate has ordered its substitute measure to the House of Representatives' Merchant Marine Bill to be favourably reported. The Senate's measure provides that all coastwise shipping and all shipping concerns engaged in foreign trade must be American-owned and American vessels must not hold foreign interests without the consent of the Shipping Board, unless commissioned for over ten years and under 6,000 tons deadweight.

GOVERNMENT SHIPS.

AMERICAN BANKERS ADVOCATE SALE.

New York, May 2nd.
The Bankers' Association at Pinckney has passed a resolution endorsing the sale of Government-owned ships to American corporations and individuals, the price being payable in instalments.

U.S. ATLANTIC FLEET.

ARRIVAL AT NEW YORK.

New York, May 2nd.
The United States Atlantic Fleet has arrived here from Cuba.

DEFIATION OF CREDIT.

PREVENTIVE MEASURES IN AMERICA.

New York, May 2nd.
Committees have been appointed to confer with the Federal Reserve Board regarding the deflation of credit and to study means of checking the depletion of the national gold reserve.

AMERICAN INVASION.

THOUSAND ARRIVE IN BRITISH ISLES.

London, May 3rd.
The American invasion of the British Isles has begun. Thousands landed on Saturday, fabulous passages being paid. Many prominent persons were obliged to travel second class.

AMERICAN SEAPLANE'S FEAT

FROM MIAMI TO NEW YORK.

New York, May 2nd.
A navy type seaplane arrived from Miami, Florida, in 15 hours 30 minutes with one halt at Moorhead City, North Carolina, for refuelling. It is equipped with a 400 h.p. "Liberty" engine. It encountered a heavy rainstorm on its way from Virginia but its progress was unimpeded.

BOLSHEVIK SCARE IN AMERICA.

NO OUTRAGES REPORTED ON MAY DAY.

New York, May 3rd.
In New York, May Day passed without any serious disorder anywhere, despite the disclosures of widespread Red plots with plans of various kinds of violence. The New York Police have not reported a single Radical outbreak. Federal agents and private detectives guarded the public buildings and homes of officials and millionaires.

THE MEXICAN FEVER.

REVOLUTIONISTS HOLD CHIHUAHUA.

New York, May 2nd.
A message from Aguaprieta says that Chihuahua City is completely in the hands of revolutionists who control the whole of the North West of Chihuahua State, except Juarez and Casasgrande.

MANITOBA BONDS.

BOUGHT BY MESSRS. MORGAN.

WINNIPEG, May 2nd.
Messrs. Morgan have taken up the Manitoba Provincial 6 per cent. Bonds to cover the expenditure sanctioned by the Legislature last session.

EARLIER CABLES.

UNREST IN IRELAND.

LAND AGITATION SPREADING.

London, May 3rd.
There are indications that the land agitation in Western Ireland is rapidly spreading. Cattle-driving and other forms of intimidation are occurring daily, despite the presence of the police and military. Large and small holders are equally affected. The agitators openly boast that the coming fight for the land will be the biggest for some time.

The chief cause for the unrest is that the country is full of young men who were unable to emigrate during the war and the shortage of available land.

Last evening armed and masked men invaded the Cork Telegraph Office, some threatening the watchman while others searched the office. They finally escaped in a motor car with many documents.

MORE TROOPS.

London, May 3rd.
Two Cavalry Regiments stationed at Tidworth have been ordered to be in readiness to proceed to Ireland.

ARMS FOR SINN FEINERS.

London, May 3rd.
The Daily Express says the police are investigating the disappearance of arms and ammunition from various military centres in London. It is believed they are being smuggled to Ireland for the use of Sinn Feiners.

A SHAM BILL.

London, May 3rd.
The Nationalist members of the House of Commons have issued a statement announcing their refusal to participate in further discussions on the Home Rule Bill, which "attempts to break up a nation as indestructible as any in Europe by the offer of sham Parliament."

The signatories denounce the repeal of the 1914 Bill as a perfidious crime against good faith between nations.

THE BRITISH EMPIRE.

ATTEMPT TO FOSTER SPIRIT OF SOLIDARITY.

London, May 1st.
A report has been issued by the Committee appointed by the Foreign Office to consider means by which to foster a greater spirit of solidarity among British communities in foreign countries and to make British ideals more generally known and appreciated by foreign nations.

The report incidentally mentions that in consequence of protests by Britishers that their children born abroad are deprived of British Nationality under the Act passed in 1914, the Home Office is considering modifications for discussion at the next Imperial Conference, whose concurrence to the changes is necessary.

The report favours voluntary as against compulsory registration of Britishers abroad and favours subsidies for the establishment and maintenance of British schools to which, furthermore, foreign pupils might be attracted. Investigations as regards schools show they are warranted immediately in China and Egypt. It is suggested that the Education Department of India should carry out enquiries in the Far East.

The report favours the establishment of British Chambers of Commerce and patriotic societies with public-spirited objects and such institutions as "The Alliance Française." It does not recommend subsidising British newspapers, although the latter, well-managed, may do much good.

All possible encouragement and support should be given the British film industry, and also the Boy Scout and Girl Guide movements.

BRITISH RAILWAYMEN.

LEADER'S REBUKE TO MEN.

London, May 2nd.
A Conference of South Wales railwaymen, representing 10,000 workers, decided to continue the strike until the minimum of 24 weekly is granted. The Railwaymen's Leader, Mr. Thomas, speaking at Derby, emphatically condemned the above strike policy, and urged the adoption of English methods of warfare, fighting fair and openly. He asked the railwaymen to distinguish between anarchy and democracy.

FRENCH RAILWAY STRIKE.

CONFLICTING REPORTS.

London, May 2nd.
Reports with regard to the railway strike in France are somewhat contradictory. Early news indicated a complete fiasco, but it was subsequently stated that only 13,000 out of 45,000 railwaymen were on duty.

The Executive of the General Confederation of Labour has summoned the seamen, dockers and miners to strike on May 3rd in support of the railwaymen.

AN APPEAL TO SEAMEN.

PARIS, May 3rd.
The railwaymen have so far shown little willingness to comply with the orders of the Extremists. On Sunday services were practically normal.

The Government has taken most vigorous precautions in view of possible trouble to-day. The Under-Secretary for Shipping in a Proclamation to ships' officers, crews and dockers declares that despite the call for a complete general strike, on May 1st a very small minority of railwaymen have struck, because it is understood that the movement is purely revolutionary.

He expresses the conviction that the seamen will refuse to be dragged into the movement, the only consequence of which will be to increase the present difficulties and the cost of living.

WAR AGAINST BOLSHEVISM.

A NEW MOBILISATION ORDERED.

London, May 2nd.
The Russian Soviet Government has ordered a new mobilisation owing to the position on the Polish front.

MORE POLISH SUCCESSES.

WARSAW, May 2nd.
A communiqué says that the enemy is retreating in disorder. An enemy brigade has surrendered with 32 guns. The Poles broke the enemy line north of Winina and captured 8,000 prisoners and ten guns.

MAY DAY IN PARIS.

NO SERIOUS INCIDENTS.

London, May 3rd.
May Day in Paris ended without serious incident. There were about fifty arrests, of whom thirty-five were detained. Complete calm prevailed in the provinces.

THE CASUALTIES.

PARIS, May 2nd.
The latest news from the Paris Police is that the casualties on May 1st totalled 131, of whom 28 are seriously injured.

MR. LLOYD GEORGE'S ILLNESS.

London, May 3rd.
Mr. Lloyd George is somewhat better but is still confined to his room.

THE PRINCE'S TOUR.

OVATIONS AT ALL STATIONS.

AUCKLAND, May 2nd.
The railway strike has ended, and the Prince will carry out his tour of the North Island by railway as originally arranged.

NEW PLYMOUTH, May 2nd.
The Prince of Wales has arrived. He was given an ovation at all the stations on the whole route from Auckland.

AN ATHLETIC RECORD.

PHILADELPHIA, May 2nd.
At an inter-collegian athletic meeting, the two-mile relay race was won by a joint Oxford-Cambridge team. The time, 7 minutes 50.5 seconds, is a world's record.

PATHETIC RECEPTION AT THE ELYSEE.

GENERAL MAUNOURY.

The second of the Presidential receptions given at the Elysee, by M. and Madame Deschanel, was devoted to the entertainment of some five hundred soldiers who lost their sight in the war. In this M. and Madame Deschanel followed the example set by themselves the previous week when they received as their guests several hundred mutilated heroes. The second reception was even more touching. Many of the guests, a large number of whom lost their sight as the result of gas attacks, were accompanied by nurses or relatives, who conducted them tenderly to the great ballroom of the Elysee, where the reception took place.

Among the most notable of the guests was General Maunoury, one of the great soldiers who helped to save Paris at the battle of the Marne, who lost his sight and sustained other permanent injuries while making a visit of inspection in the front line trenches. A delightful dramatic and musical programme was given by a number of the best-known artists of the Parisian dramatic and lyrical stage, and the guests were able to follow it closely owing to the fact that the programme had been thoughtfully printed in Braille. During the entr'actes the President and Madame Deschanel dined with a large number of their guests and assisted in serving them with light refreshments in the Winter Garden.

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

STUDENTS' NEW GOSPEL.

PEKING, May 3rd.
Some Chinese students were arrested on Saturday distributing pamphlets calling on Labour comrades to celebrate May Day and declaring that those who do not work shall not eat, such as officials, politicians, priests, monks, missionaries and immoral persons. The students intend demonstrating on Tuesday and holding a celebration on May 4th, the day on which "the traitors were driven out." The authorities, however, intend preventing the demonstrations.

ADMIRAL DUFF LEAVES.

PEKING, May 3rd.
Admiral Duff left to-day.

[THROUGH REUTER'S AGENCY.]

FRENCH SCIENTIFIC MISSION TO CHINA.

London, May 3rd.
The following are the members of the French Scientific and Technical Mission leaving Havre for China, on May 11th, via San Francisco, at the invitation of the President of the Chinese Republic:—

M. Paul Painlevé (the Chief of the Mission), M. Borel, Director of the Scientific Section of the Higher Training School of Paris, M. Germain Martin, Professor of Law in Paris, M. Abel Bonnard, the distinguished poet and novelist, M. Nadou, Chief Engineer of Mines, State Railways, and Hsinjoulia, the Chinese Government Delegate.

Interviewed by the *Excelsior*, M. Painlevé said that Frenchmen regarded China as a charming playground. They profoundly misunderstood Chinese intelligence which was active, penetrating and possessed assimilative faculty equal, if not superior, to the Japanese genius. More thoughtful, more peaceful than the Japanese, the Chinese had a marked tendency towards the most generous and most disinterested idealism. He would go his best to make China better known to the French.

SHANGHAI SPRING RACE MEETING.

COMEDY KING WINS THE DERBY.

The following are the results of the last two events of the first day and the second day's racing at Shanghai:—

FIRST DAY.

THE SPRING SUBSCRIPTION GRIFPIN STAKES.
Mr. S. B. M. Bremner's Eastward Ho (Mr. Bremner) 1

Mr. Grayland's Jaunty Jock (Mr. Grayrigge) 2
Mr. Chapin's Gallop (Mr. Heard) 3

Time: 2 mins. 53.5 secs.

THE HONGKONG PLATE.

Messrs. Winsome and Hasty's The Farmigan (Mr. Hill) 1

Messrs. Toog and Gubbay's Djemnah (Mr. Knoll) 2

Messrs. Potts and Hayin's Spartan (Mr. Crockam) 3

Time: 1 min. 46.5 secs.

SECOND DAY.

THE CHU-KA-ZA CUP.

Messrs. Winsome and Hasty's The Hawk (Mr. Hill) 1

Mr. Robson's The Dancing Bird (Mr. Brand) 2

Messrs. Beith and Ross's Jock Scott (Mr. Heard) 3

Time: 1 min. 27.1 secs. This constitutes a record for the three-quarters of a mile.

THE RAZZ CLUB CUP.
Messrs. Winsome and Hasty's The Baron (Mr. Hill) 1

Mr. Robson's Sea Bird (Mr. Brand) 2

Messrs. Sky and Hickling's Magurck (Mr. Heard) 3

Time: 1 min. 18.4 secs.

THE SHANGHAI DERBY.
Messrs. Potts and Hayin's Comedy King (Mr. Crockam) 1

Mr. W. McBain's Languish (Mr. Vida) 2

Messrs. Winsome and Hasty's The Merlin (Mr. Hill) 3

Time: 2 mins. 7.3 secs.

THE MONGOLIAN PLATE.
Mr. Teddlie's Toc Emma (Mr. Hill) 1

Mr. Grayland's Jaunty Jock (Mr. Grayrigge) 2

Mr. Chapin's Gallop (Mr. Heard) 3

Time: 1 min. 30.4 secs.

THE SHOWBIZ CUP.
Messrs. Potts and Hayin's Woodland King (Mr. Crockam) 1

Messrs. Toog and Gubbay's Triumph (Mr. Knoll) 2

Mr. Laddell's Gladiator (Mr. Heard) 3

Time: 2 mins. 24.4 secs.

THE GRAND STAND STAKES.
Capt. Bannister's Goldbug (Mr. Crockam) 1

Mr. Halden's Cape Horn (Mr. Halden) 2

Mr. W. H. Jackson's Mr. Jiggs (Mr. Hind) 3

Time: 2 mins. 39.2 secs.

THE SHANGHAI STAKES.
Messrs. Stephen and Burkill's Byland (Mr. Brand) 1

Mr. John Peel's Silver Sunk (Mr. Johnston) 2

Mr. W. McBain's The Fly (Mr. Vida) 3

Time: 2 mins. 39.2 secs.

PRAYA EAST RECLAMATION SCHEME.

MARINE LOT OWNERS ACCEPT THE SCHEME.

COST ESTIMATED AT 9 MILLION DOLLARS.

A meeting of marine lot owners, in connection with the Praya East Reclamation scheme, was held yesterday afternoon at the City Hall. The Hon. Sir Paul Chater, C.M.G., presided and was supported by Mr. M. S. Northcott, Secretary of the Land Investment Co., Ltd. There was a fair number of lot-holders present.

The CHAIRMAN said:—Gentlemen,—As you are all aware the proposition of a Praya East Reclamation, extending from Arsenal Street to the China Sugar Refinery, has for many years been mooted as desirable. Some ten or twelve years ago a scheme of this nature was proposed by the Government, but as the times were then deemed inopportune for such an undertaking, no proposals were then submitted to you and the matter dropped. It was, however, again revived about the year 1913. Unfortunately the outbreak of war in 1914 prevented the matter being then further proceeded with, and the proposal was again left in abeyance. Meantime the Government continued with the necessary soundings and surveys, and now that the war is over and peace secured they have once more taken up the proposition. I have, therefore, to-day to lay before you for your consideration the scheme as now proposed, a plan of which is open to your inspection upon the table, and I will ask the Secretary of the Land Investment Company presently to read to you the Government's conditions for the carrying out of the work. From the plan you will see that each Marine Lot owner receives his due proportion of the reclaimed area, which is divided by convenient streets into two separate blocks, that nearest to the water front having the larger area suitable for such buildings as godowns, the inner lot being available for tenement buildings. I may tell you that the conditions as now finally laid down have, after considerable discussion, been very materially amended from those first sent down to me in February last. They are, I think, now very fair and equitable to all concerned, and I recommend that they be agreed to and accepted. By the acquisition of Morlan Hill, the Government have very materially reduced the cost of the work, providing as it does at very slight cost almost, if not quite, sufficient soil to complete the work of filling, while the removal of this hill gives to the Colony a very large open area for sports and recreation, for all of which we are indebted to the Government's enterprise in the acquisition of the property. You will observe that, in addition to certain areas on the new reclamation accruing naturally to the Government, they are, in addition, obtaining for their own use the large area marked "B" on the plan. It was at first their desire to similarly retain the areas "A," "C" and "D," but they have now consented to waive their claim thereto and these areas will be equally apportioned to owners having frontages throughout all the areas "A," "B," "C" and "D." I do not think gentlemen, that I have anything further to say on this subject, and I will now ask Mr. Northcott to read the conditions.

Particulars of the approximate area to be allocated to each lot owner and the approximate cost thereof can be obtained here and now, and if you will step up to the table in the order as I call out I will show them to you.

Mr. Northcott next read the voluminous correspondence which has passed between the Chairman and the Government relative to the scheme. One of the letters from the Government gave details of the scheme and estimated the cost of it at \$3,285,000, the area being 2,249,004 square feet, including a 25 cents premium. After the plan submitted by Government had been inspected by each lot-holder informed of the cost of his particular lot, the Chairman proposed that the scheme, under the conditions laid down, be accepted.

Mr. M. J. D. STEPHENS, in seconding, stated that it was very satisfactory to all. He did not think the Chairman could have done better for the lot-owners, who were all thankful to him for what he had done. The motion was carried unanimously and the meeting then terminated.

Mr. O. P. OLSEN, an entomological expert of the United States Department of Agriculture, has come all the way to Japan to find a bug, says the *Japan Advertiser*.

Mr. OLSEN arrived at Yokohama on the *Korea Maru*. He will spend about two years in Japan searching for the natural enemies of a destructive beetle that has been injuring crops recently in the eastern States of America, especially in New Jersey. The beetle is believed to be of Japanese origin and is known to exist here, although it is not very destructive. Mr. OLSEN is working on the belief that the beetle's enemies live in his country also and he here to find them.

At a meeting of the Municipal Commission at Singapore last week, the President (Mr. R. J. Farrer), said: I desire to bring to the Municipal Commissioners' notice, a matter regarding which I propose to move a resolution at the next meeting. The effect will be that Government will be asked to amend the Law of Libel applicable to newspapers so as to exclude the Press from liability to being sued for publishing anything that may appear in the Municipal minutes. The reasons for this proposal are as follows: Dr. Heiser in Manila found that a black list published in the local Press had a great effect in improving the sanitary conditions of dwellings, and I shall ask you gentlemen to approve of our trying the same thing here. The idea is that the Health Officer will, as often as he thinks necessary, put up for the Municipal Commissioners' information, a list somewhat in the following form: "List of persons whose houses are a nuisance or danger to their neighbours." That list if passed shall be entered in the minutes and communicated to the Press. (The Press would not care to publish such lists unless they are freed from liability for so doing). At first, at all events, the system would be applied only to occupiers of compound houses, who comprise a speaking generally, the best educated portion of the community. The Police Courts are over-worked and prosecutions are irritating to everyone. What we want to aim at is the co-operation of the public (and of course, the educated portion first) in sanitary matters. I hope that the effect of a few publications of such lists would be to induce the European tenants of compound houses to outdistance the habit of going round their compounds especially the back, at least once a week, and seeing for themselves that conditions are satisfactory, more especially with reference to breeding grounds for mosquitoes of all kinds, and servants quarters and conveniences.

The outstanding fact in this connection is that Rice is the principal food of more than half the vast population of the Indian Empire, and also enters very largely into the dietary of the other moiety.

In 1918-19 the all-India area under rice fell to somewhat less than 78,000,000 acres, as against 80,000,000 acres in the previous year, but the average yield per acre which in Burma is normally about 1,400 lbs., fell by 314 lbs., with the result that the crop only yielded 33,500,000 tons, as compared with 38,250,000. The difference was due to the defective monsoon of 1918.

Consequence of the resulting depletion of stocks, Panama, India absorbed last year almost the whole of the Burma surplus, taking 1,750,000 tons in nine months, while a small balance went to countries having a large emigrant Indian population.

The Burma surplus is ordinarily some 2,500,000 or 3,000,000 tons. This season it is estimated at about 1,600,000 tons. The two other considerable exporting countries are Siam, which usually ships about 1,000,000 tons, and Saigon, which supplies from 1,000,000 to 1,500,000 tons. This season the Siamese crop is an absolute failure, and export has been prohibited. The Saigon crop is beyond the average, but the deficiency of Burma and Siam is exportable surplus is equivalent to at least half the normal supply.

Late in December the Government of India announced that the control of Burma exports would continue through the present year. It was pointed out that though prices in India ruled high, world prices were very much higher. If exports from India were unrestricted, the demand for foreign countries would probably draw our stocks required for replenishing the reserves, and prices would be forced up to a level, causing hardship to the home consumer.

Hence it was decided that exports of foreign countries should be limited to the surplus estimated to be available after providing for India's needs. All sales and purchases from Burma are made through the Rice Commissioner, who has fixed his maximum offer at the equivalent of Rs. 180 per 100 baskets of paddy. In 1918 when purchases were made for the Royal Commission on Food Supplies the price was fixed at 105, which was taken to be the mean of the normal price. The advance of Rs. 75 gives the cultivator a substantial share in the advantage to the producer of inadequate supplies, and Rs. 180 is considered the highest limit to which prices in Burma can be allowed to rise without serious detriment to the consumer. With respect to the surplus available for foreign countries the Government view is that it is reasonable to expect foreign consumers to pay a fair market price for what is now a scarce article.

After meeting the estimated Indian requirement of 700,000 tons there is a balance of some 180,000 tons of cleaned rice for other countries. It is justly held that the first claim is for Indian populations in British colonies—Ceylon, the Straits Settlements, Mauritius, Fiji, etc.

The original allotment for Ceylon was 360,000 tons, but later estimates of the surplus available necessitated *pro rata* reductions, and in the middle of last month Ceylon was informed that the revised quota would be 230,000 tons. Apparently the original allotment has now been restored. The cost of the rice to the Government, i.e., Rs. 9 per cwt., and the minimum rate of charge is Rs. 15.

The allotment of the surplus of the first quarter of the first year in tons has been:—Ceylon, 30,000; Straits Settlements, 60,000; Mauritius, 34,000; the United Kingdom, 50,000; other countries, 80,000 total, 260,000 tons. This leaves a balance of 280,000 tons to be re-allocated outside India. The United Kingdom will certainly not receive any further share, unless it is found that the estimate of yield have erred on the side of excessive caution.

Times Trade Supplement, March 1st.

AMERICAN EXPERT COMES TO FIND INSECT.

ENEMY OF DESTRUCTIVE BEETLE.

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A teaspoonful in a glass of water every morning will
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THE LOST ZEPPELS. SCHEER ON THE CASUALTIES TO THE AIRSHIPS.

Admiral Scheer, ex-Commander-in-Chief of the German High Sea Fleet, in his reminiscences of the part played by the German Navy in the Great War deals with the Zeppelin fleet.

While the U-boats were at full swing at their work of destroying English commerce, the airships with dogged perseverance did their best to contrive their attacks on the island.

On the outbreak of war, he writes, the Navy had at its disposal only three airships, "L 1," "L 2," and "L 3," of 15,000 cub.m. capacity. The last Zeppelin built during the war bore the number "L 71," and its capacity was 63,000 cub.m. These figures express the gigantic development which the airships underwent. The airships placed at the service of the Fleet were almost all of the Zeppelin type. The firm of Schmitt-Lanz built a few ships as well, which at first were only used experimentally, but subsequently were put to practical use.

Probably no arm of any service has suffered such severe losses as our airships, with the exception of the U-boats (writes Admiral Scheer). Out of 31 Zeppelins which were assigned to the Fleet in the course of the war, 17, with their whole crews, were destroyed by the enemy, namely "L 1," "L 7," "L 10," "L 11," "L 12," "L 13," "L 14," "L 15," "L 16," "L 17," "L 18," "L 19," "L 20," "L 21," "L 22," "L 23," "L 24," "L 25," "L 26," "L 27," "L 28," "L 29," "L 30," "L 31," "L 32," "L 33," "L 34," "L 35," "L 36," "L 37," "L 38," "L 39," "L 40," "L 41," "L 42," "L 43," "L 44," "L 45," "L 46," "L 47," "L 48," "L 49," "L 50," "L 51," "L 52," "L 53," "L 54," "L 55," "L 56," "L 57," "L 58," "L 59," "L 60," "L 61," "L 62," "L 63," "L 64," "L 65," "L 66," "L 67," "L 68," "L 69," "L 70," "L 71," "L 72," "L 73," "L 74," "L 75," "L 76," "L 77," "L 78," "L 79," "L 80," "L 81," "L 82," "L 83," "L 84," "L 85," "L 86," "L 87," "L 88," "L 89," "L 90," "L 91," "L 92," "L 93," "L 94," "L 95," "L 96," "L 97," "L 98," "L 99," "L 100," "L 101," "L 102," "L 103," "L 104," "L 105," "L 106," "L 107," "L 108," "L 109," "L 110," "L 111," "L 112," "L 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ELECTRIC PROPULSION ON MERCHANT SHIPS.

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Now that electric propulsion has established itself as a success on naval vessels, more attention is being given to its claims on merchant vessels, where the conditions are somewhat different in the matter of speed control requirements and other factors, writes Mr. Adam Gowans Whyte in the *Engineering Review*. Mr. Emmet, of the General Electric Company, Science-Adviser, stated two or three years ago that geared turbines would probably show a slight advantage over electric propulsion. In his recent address before the Society of Naval Architects and Marine Engineers in New York, however, he declared that improvements in electrical design, together with discovered limitations of gearing, justified the belief that electric propulsion would develop freely among large ships.

M. Poinet, Ingénieur principal de la Marine, does not share this view. In an article on "Propulsion des Bâtiments de Commerce par les Turbines à Vapeur" (*Bulletin Technique du Bureau Veritas*, September, 1919) he remarks that the greatest advantage of the electric system is the ability to use one or more turbo-generators at normal power, thus securing a wide range of speed at the highest economy. This is, he adds, a primary advantage on a warship, but only a secondary one on merchant ships, as they operate at a fixed speed. He also considers that the electrical mechanism, however robust, cannot be entrusted with impunity to the ordinary engineer and that, finally, the electric way is not more advantageous than gearing in the matters of weight, cost, and efficiency. We may note, however, that all these reasons sound like echoes of the arguments once advanced against the use of electricity in various industrial and other directions. And invariably the actual trial showed that the electricity brought with it various secondary advantages which were more important than primary considerations. Probably, in the case of merchant ships, we must consider the matter from the standpoint of overall efficiency, taking into account harnessed cargo space and the power needed to drive auxiliaries as well as the propeller.

At any rate, Mr. Emmet's address is a broad hint that the General Electric Company will take early steps to put the matter to the test on a large merchant ship. British electrical manufacturers remain curiously indifferent to the possibilities of electric propulsion on board ship; they have never given Captain Durrant the slightest encouragement, although his designs for ship propulsion were the direct forerunners of those adopted by the General Electric Company. As things stand it seems likely that the American firm will be allowed to pioneer electric propulsion for large merchant ships, as it did for naval vessels.

THE POLITICAL MENAGERIE

FOOD-MINISTER'S ATTACK ON THE LABOUR PARTY.

Mr. McCurdy, the new Food Controller, made a scathing attack on the Socialists recently at a meeting of the Northampton Liberal and Radical Executive. After saying that the Labour members had given little help in the House of Commons to the Food Ministry, though it was their battle he had been fighting, he said the Labour Party was not a party at all; it was an opportunistic alliance of men and women of most widely divergent views. It included a mass of British Trade Unionist Socialists, who wished to hand over all private property to the State, who would deprive the Co-operative societies of business built up by years of toil, and who would take from the working man the freehold house or the allotment garden which he had acquired by thrift, giving him in exchange the privilege of becoming a tenant of a new army of Government officials.

There were also good many Syndicalists in the Labour Party, who disliked the Socialists almost as much as they disliked private property; direct actionists working for a general strike; and Lansbury's Christian Socialists, who preached peace and goodwill abroad, but hatred and class war at home. And there were charming ladies like Miss Bondfield and the Countess of Warwick. What a political menagerie. The idealists of the party talked high morality to the electors; but the extremists dictated the party programme, and the only constructive plan in that programme was the socialisation of all private wealth. Fortunately, the Labour Party, its leaders, and wirepullers did not represent the real views of British Trade Unionists.

A BARE MINERAL DISCOVERY IN TASMANIA.

The Hobart Assistant Government Geologist, Mr. A. McIntosh Reid, has issued a highly important preliminary report on the occurrence of that rare mineral emeraldium (which is now worth 240 per ounce) in Tasmania.

He states that nowhere outside Russia and Tasmania has it been found in situ, nor does it occur in any other country sufficiently concentrated to become the sole object of search. In this respect its occurrence in Tasmania is unique, because the more important deposits in Tasmania are found from one end to the other of the great Bergendine Belt, which is over 30 miles in length, extending in almost an unbroken line from Nineteen-mile Creek in the Hazlewood district, through the Wilson River and Renison Bell districts, southward beyond Mount Dundas. Mr. Reid states that there are fully 250 men directly employed in the industry. Some have been remarkably successful, and nearly all are earning satisfactory sums, while the prospects for the future are very good. The production in Tasmania in 1917 was valued at 245,000, and in 1918 considerably more.

NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KAZEMBE"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of Hoits Wharf, Kowloon, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 5th May, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th May, 1920, or they will not be recognised. All Broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY or FRIDAY between the hours of 10.45 a.m. and Noon, within the free storage period.

No Fire Insurance will be effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents, Hongkong, April 29th, 1920. [834]

S.S. "CORDILLERE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo in connection with above Steamer are hereby informed that their goods with the exception of Opium/Treasures and Valuables are being landed, and stored at their risk, into the Godowns and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here. Bills of Lading will be countersigned by the Underwriter, Goods remaining undelivered after the 5th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 10th May, or they will not be recognised. All damaged packages will be examined by Messrs. Goddard & Douglas, on THURSDAY, the 6th May, at 10 a.m.

No Fire Insurance has been effected. R. RODENFUESS, Acting Agent, Hongkong, April 30th, 1920. [846]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD. AND CHINA-MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"TYDEUS" are hereby notified that the Cargo will be discharged into Hoits Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after May 5th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays, between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 5th May, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 10th May, or they will not be recognised. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents, Hongkong, May 2nd, 1920. [863]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"KIDDERPORE"

Arrived Hongkong on May 3rd, 1920, FROM ANTWERP, LONDON, PORT SAID, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out. Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the steamer. Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown. MACKINNON, MACKENZIE & CO., Agents, Hongkong, May 2nd, 1920. [863]

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 is the most powerful, No. 2 is the most reliable, No. 3 is the most pleasant.
THERAPION is a new and powerful remedy for all diseases of the blood and skin, and for all diseases of the internal organs, and for all diseases of the nervous system, and for all diseases of the reproductive system, and for all diseases of the urinary system, and for all diseases of the digestive system, and for all diseases of the respiratory system, and for all diseases of the circulatory system, and for all diseases of the excretory system, and for all diseases of the integumentary system, and for all diseases of the musculoskeletal system, and for all diseases of the endocrine system, and for all diseases of the immune system, and for all diseases of the reproductive system, and for all diseases of the urinary system, and for all diseases of the digestive system, and for all diseases of the respiratory system, and for all diseases of the circulatory system, and for all diseases of the excretory system, and for all diseases of the integumentary system, and for all diseases of the musculoskeletal system, and for all diseases of the endocrine system, and for all diseases of the immune system.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION

MANILA	YUENSANG	Fri., 7th May, 3 p.m.
SANDAKAN	CHUNSHANG	Sat., 8th May, Noon
STRAITS & CALCUTTA	YATSHING	Sat., 8th May, 3 p.m.
SHANGHAI	HOPSHANG	Mon., 10th May, 11 a.m.
Kobe	LAISANG	Mon., 10th May, 5 p.m.
TIENTSIN	CHIFSHING	Thurs., 13th May, 11 a.m.
STRAITS & CALCUTTA	CHARSANG	Thurs., 13th May, 5 p.m.

CALCUTTA LINE—This line affords regular sailings to Calcutta, Rangoon and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodations, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all northern and Kangtse ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodations, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when indicated on cargo.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodations for passengers.

Cargo taken on through Bills of Lading for Kuala Lumpur, Jesselton, Labuan, Tawau and Lahad Dava.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, sailing at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "YATSHING" & "CHAKSANG"

will be despatched on or about May 8th and 13th, respectively for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"CARMARTHENSHIRE"	18th May.

Vessel	Leaves Hongkong	Discharges
GLENADE	25th May	GENOA, LONDON & ANTWERP.
PROFESSOR	28th May	LONDON.

Movements are subject to change without notice. For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,

AGENTS: The Glen Line, Ltd.;
The Royal Mail Steam Packet Co.;
Owners of "Shire" Line.

Tel. No. 215, sub. ex. 22.

Cable Address
Kawakisen, Kobe.
Bentley's, A.B.C. 5th Ed.
and Scott's Codes.
Telephone: Sansonm
2544, 2543.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000.

President: Mr. Y. KAWASAKI.

Vice-President: Mr. K. MATSUURA.

Managing Director: Mr. MASAOKA ABE.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,300 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,
No. 8, BURN, KOBÉ.

AMERICAN & ORIENTAL LINE

For HAVANA & NEW YORK via Panama Canal.

Subject to change without notice.

**ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CAIRO, SUEZ and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents**"ELLERMAN" LINE.**

(ROBERTSON & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs & Co., Canton.

THE BANK LINE, LTD.
General Agents.**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
HONGKONG and SINGAPORE	"CHILAN"	On 5th May, 11 A.M.
SHANGHAI and NEWCASTLE	"SHANGHAI"	On 5th May, 2 P.M.
SWATOW and SINGAPORE	"CHANGCHOW"	On 5th May, 10 A.M.
SHANGHAI	"SHANGHAI"	On 5th May, 4 P.M.
SHANGHAI and TSINGTAO	"CHENAN"	On 5th May, 4 P.M.
AMOY, SHANGHAI and PUKOW	"SUIYANG"	On 11th May, 4 P.M.
SHANGHAI	"SIKIAN"	On 13th May, Noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tsingtao (weekly) taking cargo on through Bills of Lading to Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For freight or Passage apply to—

Telephone 32

BUTTERFIELD & SWIRE.
Agents**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers—Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

**SWATOW, AMOY AND FOOCHEW
AND RETURN.**

(Occupying 2 to 10 Days).

"HAIKONG"	... Capt. W. C. Pasmore	FRIDAY, 7th May, at 3 P.M.
"BAIBING"	... Capt. A. H. Stewart	TUESDAY, 11th May, at 3 P.M.
"HAIKONG"	... Capt. Ed. Walker	FRIDAY, 14th May, at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Bala Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.
General Managers.**NEW YORK DIRECT.**

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

**AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)**

Sailings from Hongkong.

"CITY OF COLOMBO"	... via Suez ...	13th May.
"BURYMACHUS"	... via Panama ...	25th May.
"HOWICK HALL"	... via Suez ...	27th May.
"TELEMACHUS"	... via Panama ...	10th June.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or **THE BANK LINE, LTD.** HONGKONG.
HONGKONG and CANTON **REISS & CO.** CANTON.**P. & O. - BRITISH INDIA.****APCAR AND EASTERN &
AUSTRALIAN LINES**

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN G.

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA.

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND.

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"NORE"	6,700	12th May.	MASSILLON, LONDON & ANTWERP.
"DUNERA"	5,400	13th May.	Singapore, Colombo & Bombay.
"NOVARRA"	7,000	23rd May.	Marshall, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

"MUTTRA"	4,700	14th May.	Straits, Rangoon & Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	22nd May	For Sydney, Sandakan, Thursday Island, Cairns, Townsville and Brisbane.
"KIDDERPORE" (Cargo only)	5,200	23rd May	

SAILINGS TO SHANGHAI & JAPAN

"TAKADA"	7,000	5th May 7 A.M.	Shanghai & Kobe.
"KIDDERPORE"	5,200	5th May	Shanghai, Kobe & Thams.
"NELLORE"	7,000	18th May.	Shanghai & Japan.

*** CALLS AT ANTWERP**

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by P.O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the action of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Passengers desiring not more than \$100.00 stn. 1 will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central, HONGKONG.

**FRANK-PACIFIC FOREIGN SERVICE**

Operating the following U.S. Flagging Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Calling at Shanghai and Kobe)

"EDMORE"	... About May 12th.
"IONIUM"	... About May 25th.
"CROSSKEYS"	... About June 8th.

For PORTLAND direct.

(Calling at Shanghai and Kobe)

"COAXET"	... About May 7th.
"MONTAGUE"	... About June 14th.
"WABAN"	... About June 25th.
"BARCOS"	... About July 10th.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 3477 & 3478 11th Floor, HONG KONG.

CHINA MAIL S.S. CO., LTD.

PASSENGER AND PASSENGER

"NANKING" "CHINA" "NILE"

15,000 tons 10,000 tons 11,000 tons

SAILINGS FROM HONGKONG FOR**SAN FRANCISCO**

via SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"

June 2nd May 23rd June 19th

(An unsurpassed high-class passenger service.)

Principal Buildings O. H. RITTER, Freight and Passenger Agent 11, House Street Tel. 1913.

**TOYO KISEN KAISHA.
SAN FRANCISCO LINE.**

via SHANGHAI, INLAND SEA, JAPAN AND HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
TENYO MARU	12,000	May 27th.
SIBERIA MARU	20,000	June 13th. (from Yokohama)
SHINYO MARU	2,000	June 17th.
PERSIA MARU	8,000	July 5th.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO
SAN PEDRO, SALINO, CRUZ, BALBOA, ALLAO, ARICA
THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
HEIYO MARU	14,000	May 9th.
KIYO MARU	17,500	July 13th.
ANYO MARU	18,500	Sept. 9th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and The Panama Canal.

Steamer Leaves Hongkong.

OCHOYO MARU ... Mar 24th.

For all information as to rates, freight space, sailings, etc., apply to—

Telephone 3374 and 3375. Y. TSUTSUMI, Manager, King's Building.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMERS & DEPARTURES SAILING DATES.

SHANGHAI, KORE & "PORTHOS" ... On or about 15th May.

YOKOHAMA & "AMAZON" ... On or about 25th June.

SHANGHAI (Only) ...

MARSEILLES via "ARMAND BEHIO" 10,000 ... On or about 11th May.

SAIGON, SINGAPORE, COLOMBO, "CORDILLERE" 10,000 ... On or about 1st June.

PORT SAID ...

Argo boat for PORT SAID.

SAID, HAVRE and "LIEUTENANT DE LA TOUR" ... About End of May.

ANTWERP

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. BODENFUSCH, Acting Agent, Queen's Building.

Telephone 740

O. S. K.**OSAKA SHOSHEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"HAYANA MARU" ... Thursday, 6th May.

"HAYRE MARU" ... Tuesday, 8th June.

"Call Marshall."

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"PANAMA MARU" ... Friday, 29th May.

"TACOMA MARU" ... Middle of July.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" ... Tuesday, 11th May.

"LUZON MARU" ... Saturday, 15th May.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"UNION MARU" ... Tuesday, 1st May.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" ... Monday, 7th June.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND PORTS—U.S. Liaison connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Saturday, 22nd May.

"CHICAGO MARU" ... Saturday, 24th June.

both call at Shanghai calling Manila.

JAPAN PORTS—Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers have excellent accommodations for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 9th May.

For TAKAO via SWATOW and AMOY.

"UNION MARU" ... Thursday, 8th May.

"UNYAK MARU" ... Tuesday, 11th May.

* (direct to Takao)

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia / Lv. Hongkong for Australia

TAIYUAN 16th May 24th May

SAILINGS SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE Agents.

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
SHANGHAI	Chienan	5th May
STRAITS and CALCUTTA	Toyo Maru	6th May
EUROPE (via NEGAPATAN)	Tyosha Maru	6th May
SHANGHAI	Wakasa Maru	6th May
MANILA	Cowet	7th May
BOMBAY	Fukui Maru	7th May
STRAITS	Li de la Tour	7th May

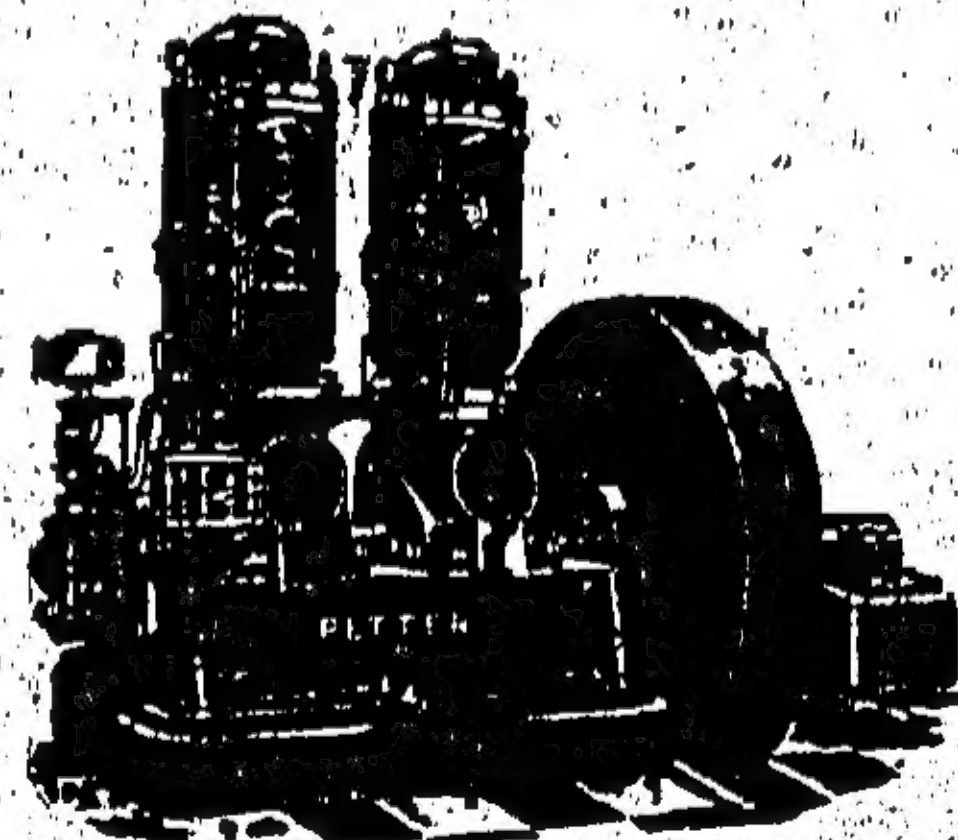
OUTWARD MAILS.

For	Per	DATE
Philippines Islands, *Formosa via Keelung, *Shanghai, *North China, *Japan via Moji, *Canada, *United States, *Central, and South America and *EUROPE via VICTORIA, B.C.	Tyosha Maru	Wednesday, 5th. 8.45 A.M. Letters 9.30 A.M.
Seigon, *Hankow, and *San Francisco	Pharmphen	Wednesday, 5th. 9.00 A.M.
Hokow and *Straits	Brave Coeur	Wednesday, 5th. 10.00 A.M.
*Shanghai and *North China	Chidai	Wednesday, 5th. 1.00 P.M.
Fort Bayard	Nhami	Wednesday, 5th. 3.00 P.M.
Philippine Islands	Wing Hang	Wednesday, 5th. 5.00 P.M.
Amoy, *Shanghai and *North China	Tyosha Maru	Wednesday, 5th. 5.00 P.M.
*Swatow and *Straits	Changchow	Thursday, 6th. 9.00 A.M.
Swatow, Amoy, and Formosa via Takao	Sosha Maru	Thursday, 6th. 9.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via Y. ASAKI, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA and *EUROPE via VANCOUVER, B.C.	Empress of Russia	Thursday, 6th. 9.45 A.M. Letters 10.30 A.M.
Swatow, Amoy, and Fochow	Wakasa Maru	Thursday, 6th. 12.45 P.M.
Philippine Islands	Sunawo	Thursday, 6th. 1.30 P.M.
Swatow, Amoy, and Fochow	Hai Hong	Thursday, 6th. 3.00 P.M.
Straits and Bangkok	Yuanan	Friday, 7th. 1.00 P.M.
Shanghai and North China	Eymnachus	Friday, 7th. 2.00 P.M.
Swatow, Amoy, and Formosa via Keelung	Chienan	Friday, 7th. 3.00 P.M.
Japan via Nagasaki	Amakusa Maru	Sunday, 9th. 8.00 A.M.
Swatow, Amoy, and Fochow	Seiya Maru	Sunday, 9th. 8.00 A.M.
Amoy, *Shanghai and *North China	Hai Hong	Tuesday, 11th. 1.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSEILLE	Suiyang	Tuesday, 11th. 3.00 P.M.
The Parcel Mail will be closed on Tuesday, May 11th, at 5 p.m.		
Shanghai and North China	Sinchiang	Thursday, 13th. 11.00 A.M.
Swatow, Amoy, and Fochow	Hai Loong	Friday, 14th. 1.00 P.M.

*Correspondence bearing vessel's name only.

From Sheungwan, Western Branch P.O.

For	ON WEEK-DAYS	ON SUNDAY OR HOLIDAYS
Canton and Samshui	7.30 A.M. 9.30 P.M.	7.30 A.M. 9.30 P.M.
Hai Ping Tung	8.30 P.M.	9.30 P.M.
Shet Ki	8.00 P.M.	8.00 P.M.
Kongmoon	8.00 P.M.	8.00 P.M.
Hankow	8.00 P.M.	8.00 P.M.
Wachow	4.00 P.M.	10.00 A.M.

VICKERS-PETTER
SEMI-DIESEL CRUDE OIL ENGINES

SIMPLICITY—RELIABILITY—
ECONOMY

A STANDARD SERIES.

FOR WORKING ON CRUDE &
RESIDUAL OILS OR REFINED
PETROLEUM MANUFACTURED
FOR BOTH MARINE AND LAND
USE FROM

10 TO 450 H.P.

For further particulars apply to—

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD CENTRAL, HONGKONG.
Sole Agents for Hongkong & South China.

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, May 4th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 8 a.m.	at 2 p.m.
Barometer	29.82	29.80	29.80
Temperature	78	73	71
Humidity	78	74	92
Wind Direction	East	East	East
Force	2	3	3
Weather	o	od	or
Rain	—	—	0.55

Highest open air temperature on 3rd 79

Lowest open air temperature on 4th 71

HONGKONG TIDE TABLE.

From May 5th to 11th, 1920.

HIGH WATER.				LOW WATER.			
Day	Time	Height	Direction	Day	Time	Height	Direction
Wed. 5	10 0	7 0	ft. in.	Wed. 5	3 53	3 0	ft. in.
Thur. 6	10 21	4 4	ft. in.	Thur. 6	4 17	3 3	ft. in.
Fri. 7	10 16	6 3	ft. in.	Fri. 7	4 41	3 5	ft. in.
Sat. 8	10 54	8 7	ft. in.	Sat. 8	4 21	1 8	ft. in.
Sun. 9	11 25	8 6	ft. in.	Sun. 9	4 42	1 8	ft. in.
Mon. 10	No info.	high	ft. in.	Mon. 10	4 59	3 1	ft. in.
Tue. 11	No info.	high	ft. in.	Tue. 11	5 13	3 1	ft. in.

COMMERCIAL
OPENING QUOTATIONS.

On	Per	Due
On London	Telegraphic Transfer	4.8
Bank Bills, on demand	4.8	
Bank Bills, at 30 days sight	4.8	
Bank Bills, at 4 months sight	4.8	
Credit, at 4 months sight	4.10	
Documentary Bills, 4 months sight	4.10	
On Paris	Bank Bills, on demand	1650
Credit, 4 months sight	1650	
On New York	Bank Bills, on demand	904
Credit, at 60 days sight	921	
On Bombay	Telegraphic Transfer	3084
Bank Bills, on demand	3084	
On Calcutta	Telegraphic Transfer	3084
Bank Bills, on demand	3084	
On Shanghai	Bank Bills, at sight	3084
Private, 30 days sight	3084	
On Yokohama	On demand	177
On Manila	On demand	1804
On Singapore	On demand	302
On Batavia	On demand	323
On Haiphong	On demand	nom.
On Saigon	On demand	nom.
On Bangkok	On demand	45
Southern, Bank's Buying rate	\$ 4.20 n.	
Gold LEAF 100 fine, per bar	\$31.50	
SILVER per oz.	\$24.64	

SUNDAY CLOSING.

Hongkong	Per cent.
30 cents piece	\$0.00 Discount
Hongkong	0.31
Canton	2.30
Canton	0.00 Premium

PALACE HOTEL, KOWLOON.

Corner of Haiphong & Hankow Roads

Two Minutes from Ferry and Railway

station. This Hotel has just been

completely renovated and refurnished

is now up-to-date in every respect and under

English Management.

Cuisine under personal supervision of the

Proprietor.

BAR AND BILLIARD ROOMS.

TERMS MODERATE.

Special Arrangements for Families on

Application to—

J. H. OXBERRY, Proprietor.

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HONGKONG SAVINGS BANK.

THE business of the above Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the

Minimum Monthly Balances at 4 per cent.

per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

N. J. STARR, Chief Manager.

Hongkong, November 2nd, 1919.

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THE BANK OF TAIWAN LIMITED

(TAIWAN BANK)

INCORPORATED BY SPECIAL IMPERIAL

CHARTER, 1899.

Capital Subscribed ... Yen 60,000,000

Capital (Paid-up) ... 87,500,000

Reserve Funds ... 7,030,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka,

Moji.

FORMOSA—Ginn, Kagi, Kaseko, Ke-

lung, Makung, Nanto, Fusan,

Shinchiku, Taichu, Tainan, Takew,

Tamsui, Tientsin, Ake.

CHINA—Shanghai, Hankow, Kinkiang,

Amoy, Fochow, Swatow, Canton,

OTHERS—Hongkong, Bangkok, Singapore,

Soerabaya, Semarang, Batavia,

Bombay, London, New York.

LONDON BANKERS:

LONDON, COUNTY, WESTMINSTER AND

PAGE'S BANK.

The Bank has Correspondents in Com-

mercial Centres in the European Continent,

Russia, Manchuria, Tientsin, Japan, Indo-

China, Siam, India, Philippines, Islands,

Java, and other Dutch India, Australia,

America, etc.

Interest allowed on Current Accounts and

Fixed Deposits at rates which will be quoted

on application.

SEIZO KONDOH, Manager.

HONGKONG BRANCH:

3, Des Vœux Road, Central,

Hongkong, November 1st, 1919.

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THE MERCANTILE BANK OF

INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London,

E.C. 3.

Authorized Capital ... 21,500,000

Subscribed ... 1,500,000

Paid-up ... 750,000

Reserve Fund & Rest ... 844,000

Bankers:

The Bank of England.

THE LONDON JOINT CITY & MIDLAND BANK,

Ltd.

Branches:

Bombay, Hongkong, Kuala Lumpur, Rangoon,

Calcutta, Madras, Madras, Madras, Madras,

Colombo, Kandy, New York, Singapore,

Delhi, Karachi, Penang,

Galle, Kota Bharu, Port Louis (Mauritius).

HONGKONG BRANCH:

Every description of Banking and Ex-

change business transacted.

Interest allowed on Current Accounts

to 2 per cent. per annum on Daily Balance

and on Fixed Deposits at rates that may be

ascertained on application.

N. C. WILSON, Acting Manager.

7, Queen's Road Central,

Hongkong April 30th, 1920.

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BANQUE INDUSTRIELLE
DE CHINE
(FRENCH BANK).

AUTHORIZED CAPITAL ... F. 250,000,000

SUBSCRIBED CAPITAL ... F. 150,000,000

PAID UP ... F. 75,000,000

SUBSCRIBED BY THE GOVERN-

MENT OF THE CHINESE

REPUBLIC ... F. 50,000,000

Chairman of the Board ... André Berthelot

Directors ... A. J. Pernotte

General Manager ... A. J. Pernotte

HEAD OFFICE:

74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyons, Hongkong, Yunnanfu,

Marseilles, Hankow, Vladivostok,

Peking, Singapore, Fochow,

Shanghai, Canton, Swatow,

Tientsin, Saigon, Yokohama,

Hankow, Haiphong, Moukden,

New York, London, Antwerp.

BANKERS:

In FRANCE: Société Générale pour favori-

ser le Développement du Commerce et

de l'Industrie en France.

In LONDON: London Joint City & Mid-

land Bank, Ltd.

In NEW YORK: Redmond & Co.

Correspondents in the Chief Commercial

Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed

Deposits in Local Currency and in Gold.

Terms on application.

Every description of Banking and

Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL, Manager.

Hongkong, April 28th, 1920.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road

Central.

Paid-up Capital ... \$2,000,000.00

Reserve Fund ... 200,000.00

Directors:

Mr. PONG WAT TING, Chairman.

Mr. CHOW SHOU SON, Mr. KAN YING PO,

Mr. LA KONG CHAU, Mr. MOK CHING KONG,

Mr. FUNG PING SHAN, Mr. WONG YAN TONG,

Mr. P. K. KWOK, Mr. CHAN CHING SHET,

Mr. NG CHANG LUK.

Chief Manager:—Kan Tong Po, Esq.

Asst. Manager:—L. Tse Fong, Esq.

Every description of Banking and Ex-

change business transacted. Loans granted

on approved securities.

Interest allowed on Current Accounts

to 2 per cent. per annum on Daily Balance

and on Fixed Deposits at the follow-

ing rates:—

For 3 months at the rate of 3 per cent.

For 6 months at the rate of 4 per cent.

For 12 months at the rate of 5 per cent.

KAN TONG PO, Chief Manager.

Hongkong, February 18th, 1920.

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THE BANK OF CHINA
行銀國中

(Specially authorized by Presidential Mandate

of the Republic of China on the 22nd of